
Newham London

London Borough of Newham

# Air Quality Action Plan

## 2025-2030


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WE ARE NEWHAM.

# Foreword

This is a Draft Air Quality Action Plan. Foreword will be included in the final copy

## Key Health Data

In 2022, an estimated 7.5% of deaths in Newham were attributable to particulate air pollution ($PM_{2.5}$). This is substantially higher than the England average of 5.8% and equates to 108 premature deaths annually[1].

## Key Health Data

The Mayor of London commissioned researchers from Imperial College London to estimate of the impact of air pollution on asthma admissions in Newham[2]. The 2022 study found:

- Newham had the highest asthma admissions in London directly attributable to $NO_2$ for ages 0-64.
- The numbers of asthma hospital admissions are higher on days when pollution is higher.
- Exacerbation of asthma by air pollution was estimated to lead to around 52 asthma admissions in Newham in 2019
- From 2016 to 2019 there was a 16% reduction in hospital admissions in Newham which was directly attributable to reductions in $NO_2$ pollution



[1] *DEFRA & Air Quality and Public Health - UK Health Security Agency*

[2] Health impact assessment of current and past air pollution on asthma in London, Imperial College London, 2022.

# Executive Summary

This Air Quality Action Plan (AQAP) has been developed as part of our statutory duty under the London Local Air Quality Management framework. It sets out Newham Council's actions to improve air quality across the borough from 2025 to 2030.

This plan replaces Newham's previous Air Quality Action Plan (2019–2024) and builds on the achievements, lessons learned, and evolving challenges of the past five years. It is designed to help readers understand the state of air quality in Newham, our progress to date, and our future ambitions to tackle this critical issue effectively.

## How This Document Is Structured?

- Chapter 1 Explains the human health and environmental impacts of air pollution, and highlights the disproportionate health burdens faced by disadvantaged communities. It explains how targeted policies in transport, housing, urban planning, and public health can help protect our health and the environment.
- Chapter 2 provides an overview of the current state of air quality in Newham. It includes information on monitoring efforts, key sources of pollution in the borough, and the legislative context that shapes our approach.
- Chapter 3 highlights the successes and challenges of the previous Air Quality Action Plan (2019–2024). This chapter also captures the lessons learnt from past initiatives, which have been instrumental in shaping the priorities and measures outlined in the new plan.
- Chapter 4 introduces the key themes and priorities of the new Air Quality Action Plan (2025–2030). It summarises the specific actions and measures we will implement. It reflects our enhanced understanding of air pollution and its health impacts, particularly in the context of Newham's unique challenges.
- Air Quality Action Plan Matrix This is the full list of actions, including estimated costs and responsibilities for each.

## A Live Document for Rapidly Changing Conditions

This plan has been designed as a 'live' document. This ensures we remain responsive to changing public health, emerging scientific research, and new opportunities to enhance our efforts. By doing so, we can continue to allocate resources effectively and prioritise initiatives that deliver the greatest benefits.

## Monitoring and Reporting Progress

At the end of each financial year, we are required to report our progress to the Department for Environment, Food and Rural Affairs (DEFRA) and the Greater London Authority (GLA). This progress is detailed in our Annual Status Report, which is made publicly available on our website, typically in June or July of each year.

## The Role of Public Consultation and Stakeholder Engagement

The public consultation and stakeholder engagement process were key in shaping this Plan. At the end of this document, you' will find an overview of the insights, feedback, and recommendations gathered.

This process not only collected input but also raised awareness and encouraged action. By involving the Council, community organisations, businesses, and residents, we aim to reduce air pollution and minimise exposure to harmful pollutants.

The feedback gathered has ensured the Plan reflects the community's needs and concerns. Together, we are working towards a shared goal: cleaner air for everyone in Newham.

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# Abbreviations

| | |
|---|---|
| AQAP | Air Quality Action Plan |
| AQFA | Air Quality Focus Area |
| AQMA | Air Quality Management Area |
| AQP | Air Quality Positive |
| AQO | Air Quality Objective |
| BEB | Buildings Emission Benchmark |
| CAB | Cleaner Air Borough |
| CADP | City Airport Development Programme |
| CAZ | Central Activity Zone |
| CHP | Combined Heat and Power |
| DfT | Department for Transport |
| DsPH | Directors of Public Health |
| EV | Electric Vehicle |
| GLA | Greater London Authority |
| JSNI | Joint Strategic Needs Assessment |
| KPI | Key Performance Indicator |
| LAEI | London Atmospheric Emissions Inventory |
| LAQM | Local Air Quality Management |
| LBN | London Borough of Newham |
| LERS | Low Emission Reduction Scheme |
| LGV | Light Goods Vehicle |
| LLAQM | London Local Air Quality Management |
| LLDC | London Legacy Development Corporation |
| LTN | Low Traffic Neighbourhood |
| $NO_x$ | Oxides of Nitrogen |
| NRMM | Non-Road Mobile Machinery |
| $PM_{10}$ | Particulate matter less than 10 micron in diameter |
| $PM_{2.5}$ | Particulate matter less than 2.5 micron in diameter |
| QEOP | Queen Elizabeth Olympic Park |
| TEB | Transport Emissions Benchmark |
| TfL | Transport for London |
| ULEV | Ultra-Low Emission Vehicle |

# Introduction

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## 1.1 Corporate Plan Alignment

Air pollution is the leading environmental health threat worldwide. In Newham, where health inequalities, economic disparities, and environmental challenges intersect, tackling air pollution is fundamental to achieving the borough's strategic objectives as outlined in the Corporate Plan.

Air pollution and poor indoor air quality are deeply interconnected with the challenges identified in the Corporate Plan, issues that disproportionately impact disadvantaged communities, exacerbating health inequalities. Many residents in Newham—particularly those on lower incomes, from ethnic minority backgrounds, or in marginalised groups—experience a triple burden:

- Living in neighbourhoods with higher outdoor pollution levels, often near busy roads or industrial sites.
- Struggling with substandard housing conditions, including damp and mould, which significantly worsen indoor air quality and respiratory health.
- Facing systemic barriers to accessing resources, including affordable healthcare, energy-efficient homes, healthy and green environments.

These conditions hit vulnerable groups the hardest, including children, the elderly, pregnant women, and those with pre-existing health conditions such as asthma or cardiovascular disease. Poor air quality—both indoors and outdoors—compounds the challenges posed by poverty, unemployment, and stress, creating a cycle of environmental and health inequality that must be broken.

The Corporate Plan sets out our collective mission to make Newham a fairer, greener, and healthier borough for everyone. Addressing air pollution aligns directly with its key priorities, including:

- **Building a Fairer Newham** by addressing systemic inequalities in health, housing, and access to opportunities.
- **Greening Our Borough** by accelerating the transition to a sustainable, low-carbon future that benefits all communities.
- **Tackling Health Inequalities** by reducing exposure to harmful pollutants that disproportionately impact vulnerable and disadvantaged groups.

**Further information:**

The Corporate Plan

## 1.2 A Vision for Cleaner Air, Greener Communities, and Healthier Lives

Newham Council's approach to tackling air pollution is rooted in our commitment to environmental justice and delivering the Corporate Plan and Just Transition priorities. Improving air quality is central to creating a fairer borough where no one's health is compromised by where they live, work, or the air they breathe.

Central to this approach is the role of our residents and localised air quality data, which enables the Council to identify, better understand, and address pollution at the neighbourhood level while also revealing the historical and systemic factors driving inequalities. Community voices are at the heart of this work, ensuring that lived experiences inform our strategies and that no one is left behind in our efforts to create a cleaner, healthier Newham.

By embracing community voices and drawing on their lived experiences, we can co-create more inclusive and effective solutions that prioritise fairness and health for all residents.

## 1.3 Building on Progress: The Air Quality Action Plan 2025–2030

The Air Quality Action Plan 2025–2030 builds on the achievements of the previous plan while addressing Newham's unique challenges. This updated plan aligns with our borough's overarching Corporate Plan priorities:

### Building a Fairer Newham

- Targeting pollution hotspots in the most affected communities.
- Addressing systemic inequalities in air quality through integrated planning and policy measures.

### Greening Our Borough

- Expanding low-emission and zero-emission neighbourhoods.
- Accelerating the shift to sustainable modes of transport, including walking, cycling, and the adoption of electric vehicles.
- Promoting green infrastructure, such as urban greening and enhanced air filtration solutions.

### Tackling Health Inequalities

- Reducing exposure to pollutants for vulnerable groups, particularly children and the elderly.
- Partnering with schools, community groups, and healthcare providers to improve awareness and resilience.

### Improving Indoor Air Quality

- Tackling lack of awareness of indoor pollutants, such as VOCs, damp and mould.
- Improving ventilation in homes and public buildings to ensure healthier indoor environments.

## 1.4 Our Vision:

*Create a borough where no one's health is compromised by where they live, work, or the air they breathe.*

While this document fulfils our statutory responsibilities under the Environmental Protection Act 1995 and the National Air Quality Objectives, it also goes beyond legal obligations to address the systemic and environmental inequalities.

This integrated plan includes targeted measures in transport, housing, urban planning, public health and community engagement, ensuring alignment across all Council priorities. By embedding principles of fairness, equity, and sustainability, we are working to build a borough where everyone—regardless of their background—can enjoy the benefits of clean air, healthy homes, and a thriving future.

# 1.5 Air Quality Health Impacts

Air pollution has a significant and well-documented impact on human health. The relationship between air pollution and health issues can be both direct and long-term, affecting almost every organ in the human body. Below are some key aspects of how air pollution influences health:

## Respiratory Health

- **Short-term effects**: Exposure to air pollutants, especially fine particulate matter ($PM_{2.5}$), can cause immediate respiratory problems, such as coughing, shortness of breath, and aggravation of asthma.
- **Chronic conditions**: Long-term exposure to polluted air increases the risk of chronic respiratory diseases like bronchitis, chronic obstructive pulmonary disease (COPD), and lung cancer. Children are particularly vulnerable, as their lungs are still developing.

## Cardiovascular Health

Air pollution, especially from fine particles and nitrogen dioxide has been strongly linked to cardiovascular diseases. It can cause:

- **Increased risk of heart attacks**: Pollutants can enter the bloodstream, causing inflammation, narrowing blood vessels, and potentially leading to heart attacks.
- **Hypertension and stroke**: Long-term exposure can contribute to high blood pressure and increase the risk of strokes.

## Cognitive and Mental Health

Emerging research shows that air pollution affects brain health. Exposure to pollutants, particularly in urban environments, has been associated with:

- **Cognitive decline**: Long-term exposure may contribute to neurodegenerative diseases such as Alzheimer's and Parkinson's.
- **Mental health issues**: There is growing evidence that air pollution may increase the risk of anxiety, depression, and other mental health disorders.

## Children's Development

- **Developmental issues**: Air pollution can affect foetal development, leading to low birth weights, preterm births, and birth defects.
- **Cognitive development**: Studies show that exposure to air pollution during early childhood may impair cognitive development, affecting memory, attention, and learning ability.

## Cancer Risk

- **Lung cancer**: Prolonged exposure to particulate matter, diesel exhaust, and other toxic air pollutants is a leading cause of lung cancer.
- **Other cancers**: Air pollution has also been linked to cancers of the bladder, breast, and potentially other organs due to the carcinogenic compounds in the air, such as benzene and formaldehyde.

## Immune System and Inflammation

- Air pollution can weaken the immune system and cause chronic inflammation, making people more susceptible to infections like pneumonia and COVID-19 complications.

## Vulnerable Populations

- **Elderly people**: The elderly, especially those with pre-existing health conditions, are particularly at risk of air pollution-related illnesses.
- **Pregnant women**: Exposure during pregnancy can lead to complications such as preterm births or developmental delays in children.
- **Low-income communities**: These populations often live in areas with higher pollution levels and less access to healthcare, exacerbating the health impacts.

Air pollution is a critical public health issue with widespread consequences. It contributes to a range of diseases, from respiratory and cardiovascular conditions to cognitive decline and cancer. Reducing exposure to air pollutants is essential for improving public health outcomes, particularly for vulnerable populations.

# 1.6 Environment and Climate Change

Air pollution and climate change are closely interconnected, as many pollutants that contribute to air pollution also drive climate change, while climate change exacerbates air quality problems. The relationship between the two involves several shared drivers and impacts on the environment and human health.

Air pollution and climate change are driven by many of the same sources, particularly the burning of fossil fuels. Pollutants like carbon dioxide, methane, black carbon, and ground-level ozone contribute to both poor air quality and global warming. Climate change, in turn, worsens air pollution through increased temperatures, wildfires, and changes in atmospheric patterns.

For plants, pollutants interfere with growth, damage tissues, and reduce biodiversity, while for animals, pollution causes respiratory problems, disrupts ecosystems, and contaminates the food chain. Animals, like humans, suffer from respiratory problems due to exposure to pollutants like ozone, particulate matter, and nitrogen dioxide. Air pollution can cause lung damage, respiratory diseases, and reduced life expectancy in wildlife.

Ultimately, air pollution not only harms individual species but also degrades ecosystems, threatening the intricate balance that sustains life on Earth. Reducing air pollution is crucial to preserving biodiversity and ensuring the health of ecosystems.

Addressing these challenges requires coordinated strategies that reduce emissions of both greenhouse gases and air pollutants, providing co-benefits for public health, ecosystems, and the climate.

# 1.7 Co-Benefits of Addressing Air Pollution and Climate Change

- **Cleaner Energy**: Transitioning from fossil fuels to cleaner energy sources (like wind, solar, and hydropower) reduces air pollution and greenhouse gas emissions. This results in immediate improvements in air quality and long-term climate benefits.
- **Energy Efficiency**: Improving energy efficiency in buildings, vehicles, and industries can reduce air pollution from fuel combustion and lower GHG emissions, mitigating climate change.
- **Reduced Short-Lived Climate Pollutants**: Efforts to reduce short-lived climate pollutants, like methane and black carbon, not only mitigate climate change but also lead to immediate health benefits by improving air quality. For example, reducing methane emissions lowers the formation of ground-level ozone, improving respiratory health.

# Air Quality in Newham, Sources and Legislative Context

# 2

## 2.1 The Legislative Context

The UK Clean Air Strategy released in 2019, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The Strategy objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

Newham is meeting all of the national objectives other than for the gas Nitrogen Dioxide ($NO_2$). Newham is meeting the current objectives for Particulate Matter ($PM_{10}$ and $PM_{2.5}$).

However, for $PM_{2.5}$ the legal objective is far higher than the World Health Organisation (WHO) recommended guideline limit.

For this reason, in the London Environment Strategy, the Mayor of London has committed to meeting the WHO health-based guideline limits across London by 2030. Newham is still exceeding World Health Organisation guideline $PM_{2.5}$ limits, so a key area of focus for Newham will be to help the Mayor meet 2030 targets.



Table 1: Air Quality Targets and Recommendations

| Pollutant | Standard | | | |
|---|---|---|---|---|
| | National Air Quality Objectives | Environment Act $PM_{2.5}$ | WHO Guidelines | EU Guidelines |
| Nitrogen Dioxide | 200µg/m3 Exceedance limit: 18 per year;<br>40µg/m3 annual average. | | 10µg/m3 annual average;<br>25µg/m3 24 hr mean. | 40 (annual average) |
| Particles ($PM_{10}$) | 50µg/m3 Exceedance limit: 35 times a year;<br>40µg/m3 annual average | | 15µg/m3 annual average;<br>45µg/m3 24 hr mean. | 50 (24 hr average) |
| Particles ($PM_{2.5}$) (exposure reduction: not target | 40µg/m3 annual average. | Interim target: 12µg/m3 for 2028;<br>Legally binding target: 10µg/m3 for 2040. | 5µg/m3 annual average;<br>15µg/m3 24 hr mean. | 20 (annual average) |
| Ozone | 200µg/m3 Exceedance limit: 10 per year. | | 60µg/m3 in the peak ozone season;<br>100µg/m3 as an 8 hour average. | 120 (maximum daily 8 hour mean) |

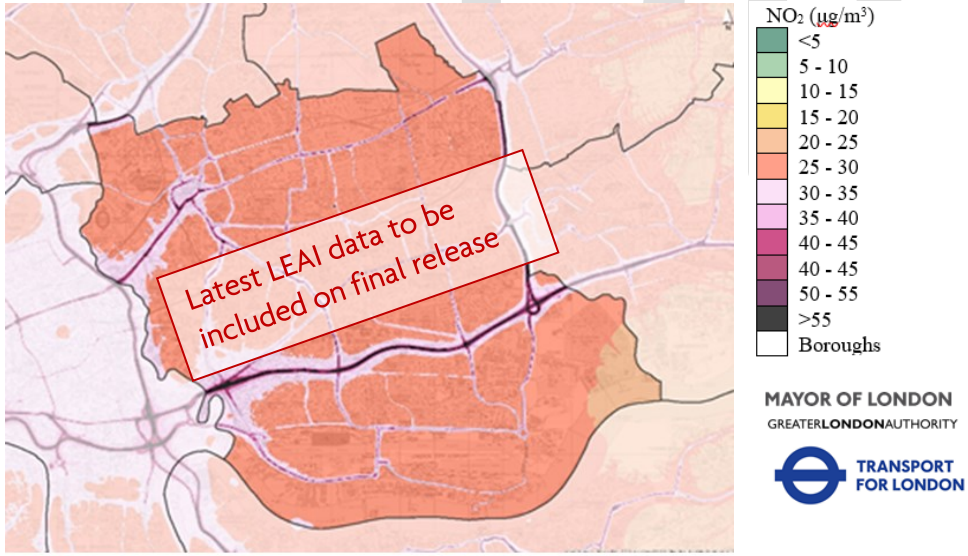
# 2.2 Local Pollution Concentrations

## Nitrogen Dioxide ($NO_2$)

The modelled map (figure 1) shows that $NO_2$ concentrations were exceeding the national air quality objective (40µg/m3 as an annual average) on all major roads in the borough. Pollution levels remain above the WHO target level of 10µg/m3.

Through-traffic along roads including the A13, A12 and A406 proliferate poor air quality in the locality. Town centres in Stratford, Canning Town, East Ham and Forest Gate are also subject to concentrations of $NO_2$ above the AQO.

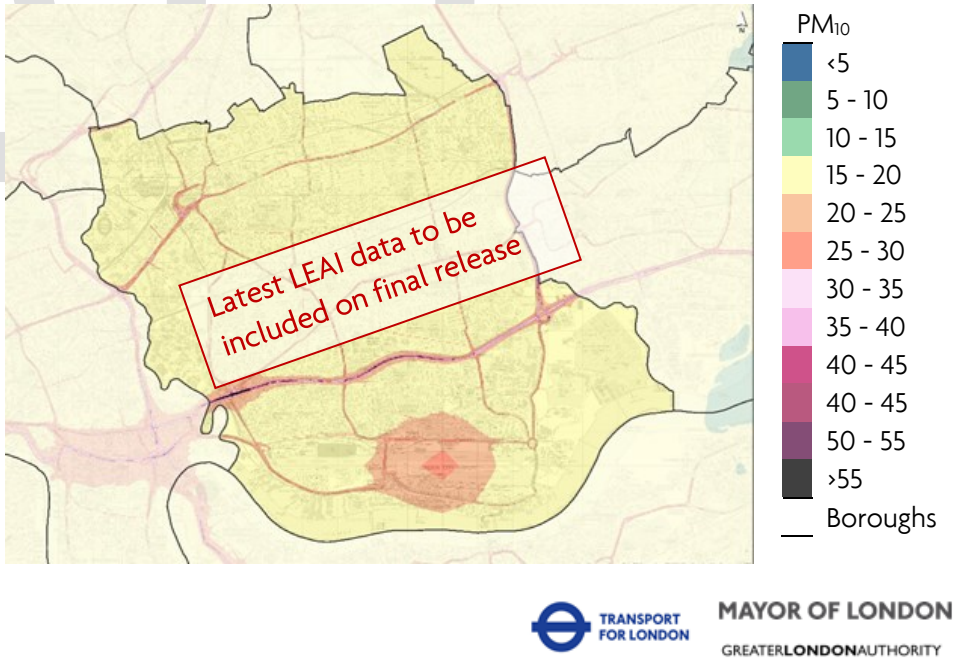
Figure 1: Annual mean $NO_2$ concentrations (LAEI 2019)




## Particulate Matter ($PM_{10}$)

The modelled map (figure 2) shows that along major roads, $PM_{10}$ levels were above the national air quality objective. Pollution levels remain well above the more modern WHO target level of 15µg/$m^3$. The $PM_{10}$ hotspot around London City Airport is due to the emissions modelled for the CADP construction works. Monitoring has shown that the impact of the works was much less than forecast, due in part to the COVID epidemic.

Figure 2: Modelled map of annual mean $PM_{10}$ (from the LAEI 2019)



## Particulate Matter ($PM_{2.5}$)

Along major roads, $PM_{2.5}$ concentrations surpassed the national objective of 20ug/$m^3$. The government has introduced new targets for $PM_{2.5}$ in The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023, requiring that in England by the end of 2040 an annual average of 10ug/$m^3$ for $PM_{2.5}$ is not exceeded at any monitoring station. The WHO target is 5ug/$m^3$.

Figure 3: Modelled map of annual mean $PM_{2.5}$ (from the LAEI 2019)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# 2.3 Air Quality Management Area (AQMA)

In Newham, an Air Quality Management Area (AQMA) was declared across the entire borough in 2019. The declaration was for these pollutants:

## Nitrogen dioxide ($NO_2$)

Reasoning: 2220 residents (1% of Newham's population) are exposed to levels of $NO_2$ greater than the legal limit value for the protection of human health 40ug/$m^3$.[1] Measurements in the Annual Status Report[2], indicate that curtain schools are nearing or exceeding the legal limit value. $NO_2$ concentrations exceed the long term WHO guideline borough wide.

## Particulate Matter ($PM_{10}$ & $PM_{2.5}$)

Reasoning: The whole of Newham's population is exposed to levels of $PM_{2.5}$ greater than the WHO guideline value. In 2022, an estimated 7.5% of deaths in Newham were attributable to particulate air pollution ($PM_{2.5}$). This was the 9th worst performing of all local authority areas in England, and substantially higher than the England average of 5.8%, reflecting higher levels of particulate pollution in Newham.[3]

Compared with most other areas $PM_{10}$ is also a concern for Newham Way (A13) and at the construction waste sites which facilitate the boroughs significant development plans into 2030.

**External information:**

[1] GLA, Population Exposure Datasets

[2] Air Quality Action Plan, Annual Status Report

[3] Fingertips, Department of Health and Social Care

## 2.4 Air Quality Focus Area (AQFA)

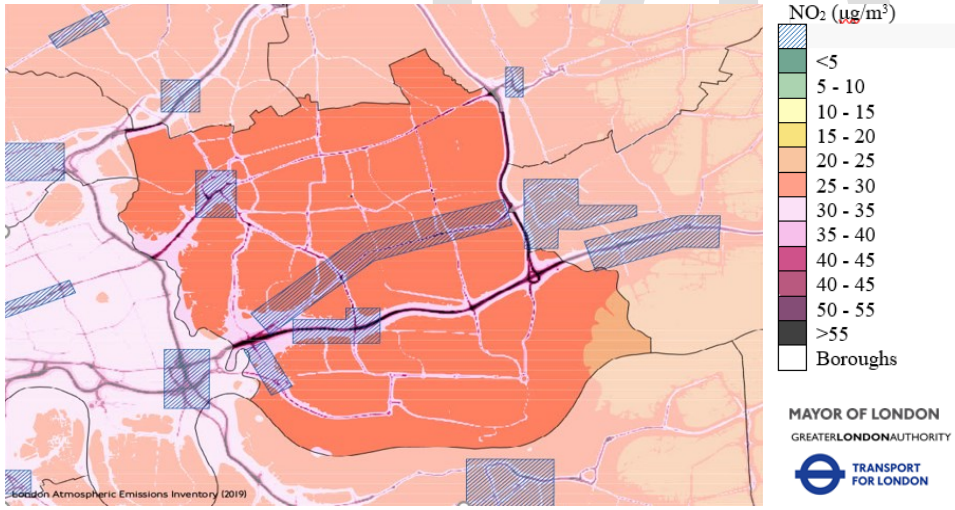
An AQFA a location that has been identified by the GLA as having high levels of pollution and human exposure. Where certain development is proposed in these areas, an air quality assessment is required where adequate mitigation needs to be approved by the council.

There are currently four AQFAs in the borough. These are:

1. Stratford Town Centre;
2. A13 West (Newham Way);
3. A1011 South (Canning Town);
4. A134 (Barking Road).

An AQFA (A118, Romford) was revoked by TFL during a review in 2023, due to improved air quality concentrations.

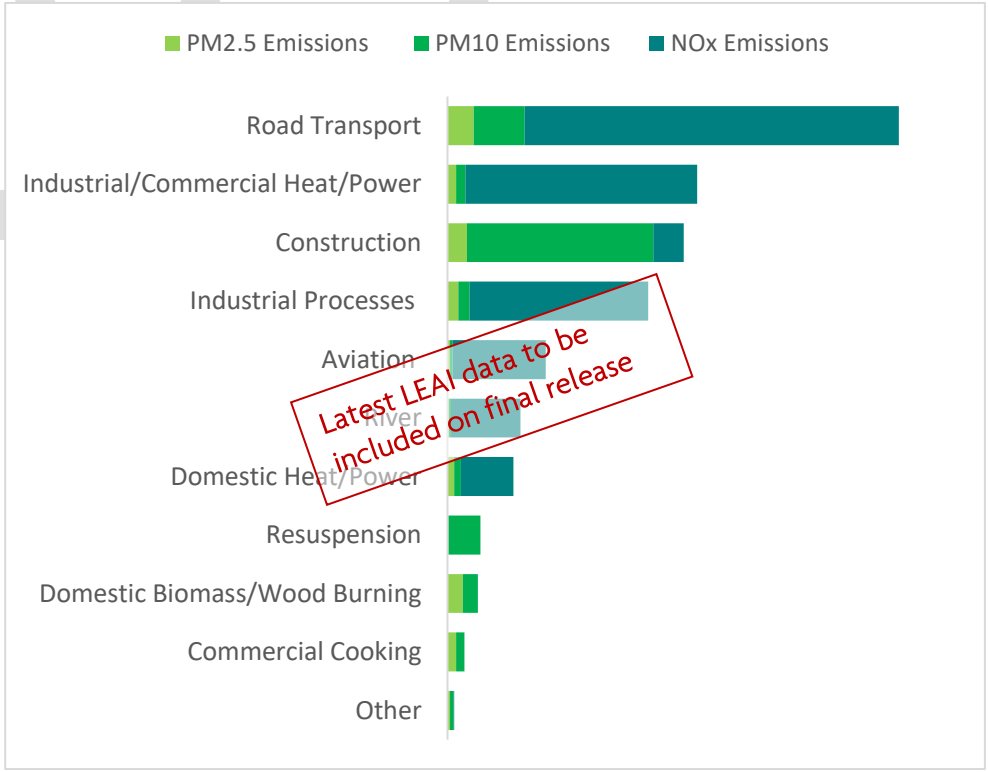
Figure 4: Location of GLA $NO_2$ focus areas in Newham




## 2.5 Sources of Pollution

Pollution in Newham stems from various sources, with the primary contributors of oxides of Nitrogen ($NO_x$) emissions being road transport, industrial and commercial heating and power, and industrial processes. For particulate matter (PM), the main sources are construction site dust and road transport.

Figure 5: Road transport is the highest source of all harmful air pollution in Newham.



## Road Transport

Over a third of $NO_x$ emissions and a quarter of $PM_{2.5}$ emissions originate from road transport, specifically vehicle exhausts, brake and tire wear.

It is predicted that 442 tonnes of NOx is emitted annually from road vehicles in Newham, which compares to the London average of 469 tonnes. For $PM_{2.5}$, 31 tonnes is emitted annually which compares exactly to the London average.

The bulk of these emissions originate from major arterial roads, including the A406, A13 and A12. Densely populated neighbourhoods are commonly adjacent to these main roads, despite the fact that only 42% of Newham households have access to a car. This compares to car access of 67% on average for boroughs east of Newham.

The recent expansion of the Inner-London Ultra Low Emission Zone[1] has proved to be successful in reducing roadside $NO_2$ levels by a fifth. However, the soon to be completed Silvertown Tunnel[2] may make it challenging to maintain these reductions in some wards and so air quality monitoring is underway to inform future decision-making.

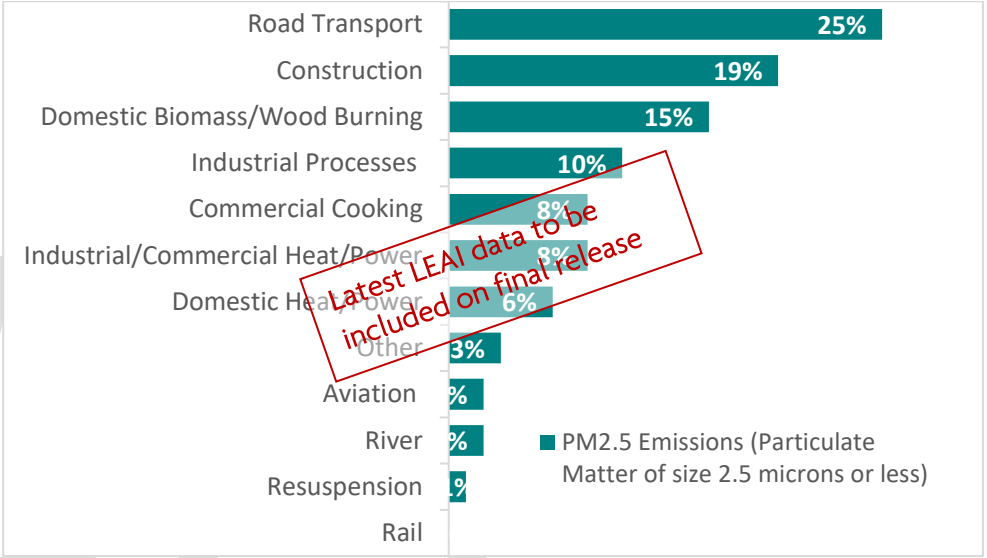
The largest $PM_{2.5}$ source in Newham is road transport (Figure 6). These particles can remain suspended while traveling large distances (transboundary pollution). Therefore, to achieve significant reductions, national policy interventions are also needed.

### External information:

[1] Ultra Low Emissions Zone (Mayor of London)

[2] Silvertown Tunnel (TfL)

Figure 6: Almost half (44%) of the most harmful air pollution due to tiny particles ($PM_{2.5}$) come from Road Transport and Construction




## Aviation (London City Airport)

9% of $NO_X$ annual emissions in Newham (109 tonnes) are produced from aviation (figure 7). The LAEI forecasts that the proportion of $NO_X$ emissions from aviation will increase up to 2030 as road vehicles become cleaner. These forecasts do not take into account an increase in the limit on passengers (historically 6.5 million per annum).

Under the current planning permission London City Airport is required to comply with various controls covering air quality, including an approved monitoring and management strategy which are monitored and enforced, if necessary, by the Council. Ground monitored air quality is within the AQO for human health. Emissions from aeroplanes once airborne are not required to be monitored under the CADP planning permission.

Emissions of ultrafine particles (UFP) by jet engines is increasingly recognised as one of the main impacts of aviation on human health. Studies[1] have shown an association with increased hospitalisation for asthma in children below the age of five. There is currently no legal objectives for UFP, but research lead monitoring in London is ongoing.

**External information:**

[1] Health Impacts of Aviation Ultrafine Particles

## Industry

Newham's industrial heritage was forged from Stratford to Silvertown with a mix of ship building, 'the sugar mile', flour mills, rubber and creosote works. Today, a new era of masterplan redevelopment is underway, replacing brownfield sites with waterside neighbourhoods and parkland squares.

The Environmental Control and Environment Agency regulates some of the remaining processes under the Environmental Protection Act. Newham regulates crematoria, petrol stations, dry cleaners and concrete batchers, whereas Environment Agency under the Environmental Permitting Regulations 2016 regulates remaining industry, including: construction, manufacturing, power and waste.

Figure 7 illustrates that industrial, commercial heat and power processes are the second biggest $NO_X$ emissions source.

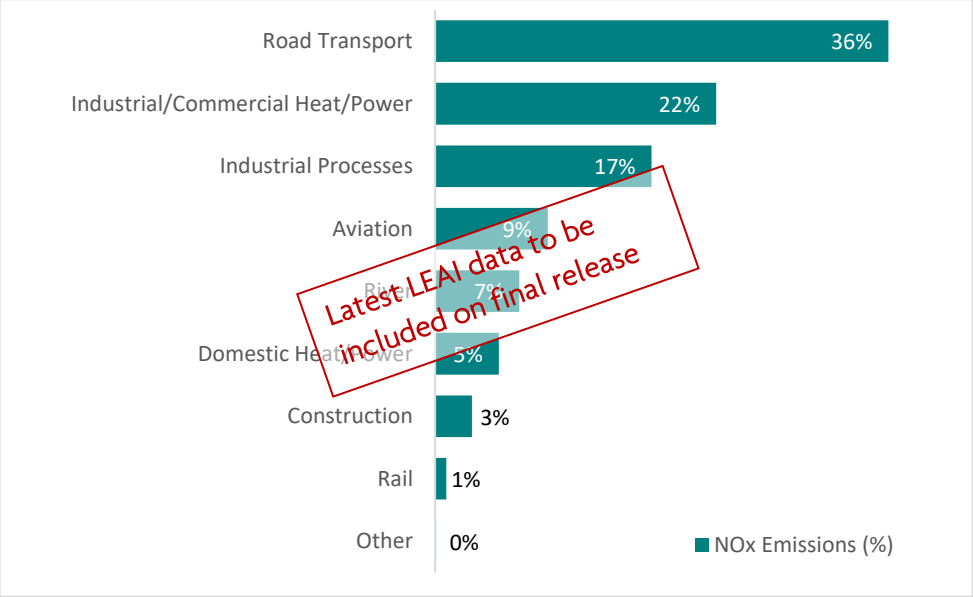
## Waterways

Historically the flat dockland wards of Newham are built upon reclaimed marshland along the River Thames. Figure 7 illustrates that due to Newham's riverside location the proportion of $NO_X$ emissions from this source are 7%, which is higher than Greater London average.

The TfL operated Woolwich Ferry is the only vehicle river crossing in the Borough. The ferries were upgraded in 2019 with a hybrid engine fleet and to state-of-the-art systems to treat their exhausts, thereby cutting harmful nitrogen oxide and particulate emissions.

The ferry is now the last toll free river crossing east of the Rotherhithe Tunnel. This could increase pollution further in the locality due to congestion and idling vehicles, unless proper mitigation is introduced.

Figure 7 **The majority of harmful pollution from oxides of Nitrogen are from Road Transport & Industrial/Commercial Heat & power sources.**

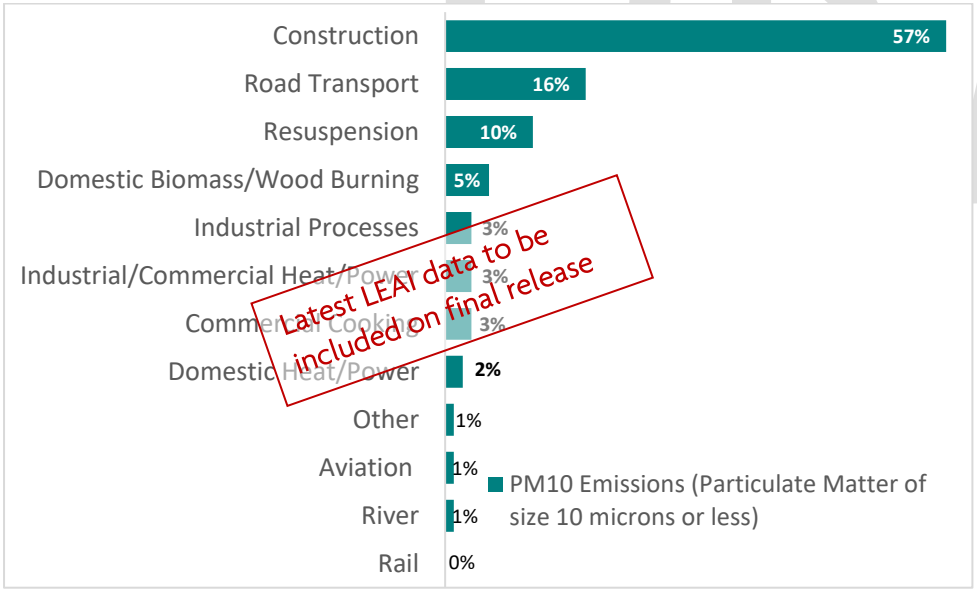


## Construction and Non-Road Mobile Machinery

Newham's masterplan redevelopment areas stretch 6km, from the Queen Elizabeth Olympic Park to the Royal Docks and is helping to redefine East London. Apart from the obvious future benefits, large redevelopment can bring short term environmental impacts.

Non-Road Mobile Machinery (NRMM) emit the majority of NOx emissions on construction sites. 48 tonnes of NOx is predicted to be released annually in Newham by 2030, which compares to the London average of 17 tonnes. Construction site dust currently accounts for 219 tonnes per year which compares to the London average of 68 tonnes.

Figure 8 PM10 Pollution Sources work is the source of over 57% of $PM_{10}$ emissions in Newham. This is significantly higher than the Greater London average of 30%. Site activities such as demolition, release $PM_{10}$ emissions into the atmosphere and diesel fuel is still used to drive mobile machinery.




## Building Emissions (Heat and Power)

With a housing stock of over 114,000, Newham currently has the 13th highest number of homes in all of London's boroughs, supporting the third highest population.

The highest proportion of energy emissions for this housing stock is powered by the gas supply and Newham's overall contribution to $NO_X$ compares to the London average.

With the significant level of masterplan re-development, carbon powered combined heat and power (CHP) units are contributing more to energy demand and $NO_X$ emissions over recent years.

# Air Quality Action Plan 2019 – 2024 Progress Overview & Lessons Learnt

# 3

## 3.1 Key Measures and Progress 2019 - 2024

Newham's Air Quality Action Plan 2019-2024, aligned with key strategies such as the Local Plan, Sustainable Transport Strategy and Health and Wellbeing Strategy, focusing on reducing air pollution especially in areas affecting children, schools, and local communities. This summary highlights the progress, challenges, and lessons learned from implementing the previous plan over the last five years. The council publishes an annual Air Quality Status Report, with more detail on progress made.

### Further information:

Air Quality Action Plan, Annual Status Report

## 3.2 Air Quality around Schools

Newham has prioritised reducing pollution exposure for children with the borough having the highest number of primary and secondary school students in London (33,800 and 19,740 in 2017) and the second highest number of childhood asthma admissions directly attributable to $NO_2$. The borough has successfully expanded its "Healthy School Streets" programme to 37 zones encompassing 51 schools. Roads are closed to non-residents during peak hours to reduce motorised traffic. Phase 3 of the initiative has led to an average 7.4% $NO_2$ reduction compared with schools without the scheme and a 10% increase in student walking rates.

### Further information:

A video overview on Newham's Healthy School Streets

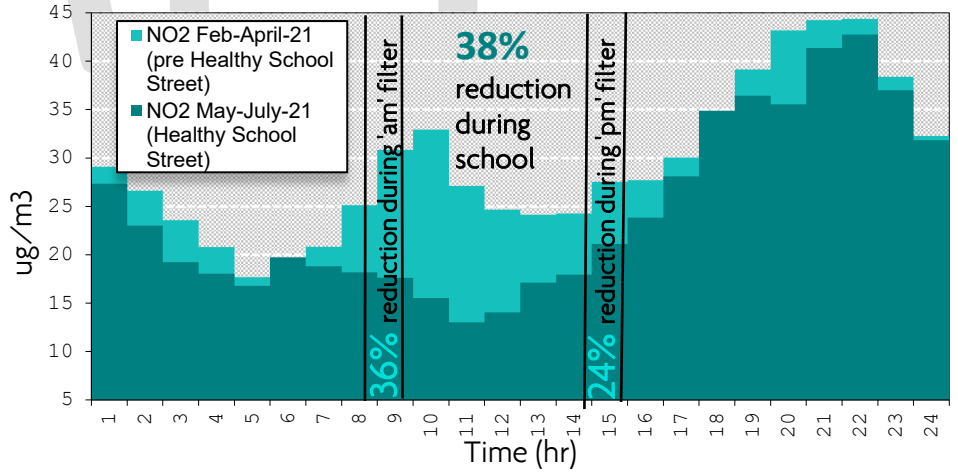
### Example Delivery: Kay Row Nursery

A school Air Quality Audit was published by the Mayor of London in 2020. Three-months of baseline monitoring showed that $NO_2$ concentrations were exceeding the legal limit value at the roadside (41ug/$m^3$). The audit identified contributing factors including drop off and pickup traffic, idling vehicles and delivery activity servicing nearby commercial premises.

After consultation, a timed road closure was introduced to restrict motor vehicles at drop off and collection times and to encourage walking and other sustainable modes of travel,  A planted green screen was installed along the nursery boundary on Osborne Road to shield children from roadside emissions in the playground.

The graph below summarises the reduction in $NO_2$ pollution both before and during the scheme, some of the highest reductions were recorded during the road closure. The data collected was used as evidence and the main factor to scheme expansion.

Figure 9: Kay Row Nursery, Average Diurnal $NO_2$ level



# 3.3 Low Emission Neighbourhoods (LTN's) and Zero Emission Networks (ZEN's)

Low Traffic Neighbourhoods (LTNs) have proven highly effective in reducing traffic congestion and pollution by discouraging cut-through traffic in residential areas. To further promote sustainable and cleaner living environment, the council has increased the number of streets within LTNs by 10% to 44% in total since 2019 and actively supports car-free developments through planning policies.

During the existing plan, the Borough has successfully implemented seven LTNs at Maryland, Odessa, Manbey, Atherton, Stratford Park, Woodgrange & Capel, West Ham Park. The Council is committed to increase the number of streets within an LTN from baseline of 44% in 2023, to 80% by 2030.

## Example Delivery: Atherton LEN

Traffic count data on Earlham Grove revealed that the majority of vehicles (55%) were using the area as a cut-through without stopping. Additionally, idling vehicles and poor air quality were observed outside schools within the vicinity.

Following public consultation, two modal filters were installed to address these issues - one on Carnarvon Road and another on Earlham Grove. These filters are signposted and camera-enforced rather than relying on physical barriers, allowing emergency service vehicles unhindered access to the area.

The LTN has significantly improved the local environment. The area now benefits from more space dedicated to walking, cycling, and street activities. When the scheme was made permanent, green spaces were integrated into the modal filter design, further enhancing the neighbourhood's appeal and sustainability.


Camera Enforced LTN, Atherton

The impact has been substantial:

- 55% **reduction in traffic** on internal streets, saving an estimated **108kg of NOx annually** (source: DEFRA emissions factor toolkit).
- 6% **decrease in traffic** on boundary streets, showcasing broader positive effects.

## The Zero Emissions Network (ZEN)

This initiative was introduced in 2024, supporting businesses and residents in transitioning to low-emission transport. It is designed to help reduce overall emissions, improve local air quality, and promote cost savings for participants.

ZEN is free to join and offers a wide range of services and expert advice to encourage the adoption of low-emission transport options, such as cargo bikes. The network's primary goal is to tackle air pollution while fostering sustainable and eco-friendly practices across the community.

The scheme has been launched in several key areas, including Stratford East Village, Queen Elizabeth Olympic Park, Cody Road Industrial Area, Canning Town.

## 3.4. Green Spaces and Infrastructure

Despite having limited green space—just 13% compared to London's average of 39%— over the past four years, the London Borough of Newham has undertaken several initiatives to enhance green spaces and improve infrastructure, focusing on sustainability and community well-being.

Beckton Meadows: In March 2023, Newham Council secured £38,500 from the Mayor of London's Rewild London Fund to develop Beckton Meadows. This project involves creating a 3,000-square-metre wildflower meadow in Beckton District Park, aiming to boost biodiversity and provide educational opportunities for the community.

Urban Pocket Forests: In June 2023, the council announced a £500,000 investment to establish biodiverse "pocket forests" in schools and communities. These small urban forests are designed to improve air quality, reduce urban heat effects, and enhance access to green spaces. So far seven 'pocket forests' have been planted in schools and community spaces. Planting 14,460 trees of 22 different native species varieties across 4,820 square metres, making Newham more climate resilient, greener, and vibrant while engaging with children and young people.

Westfield Avenue Public Realm Improvement: In February 2024, Newham Council, in partnership with the London Legacy Development Corporation and supported by the Mayor of London, initiated a £12 million project to transform Westfield Avenue. The scheme includes wider pavements, segregated cycle tracks, improved crossings, and the planting of 60 new trees, 31 rain gardens, and 15 planting beds. This project is part of Newham's Just Transition plan, aiming to establish Stratford as London's first Green Zone by 2026.

### Example Delivery: The Lea River Parks

This is the final section to the Lee Valley Regional Park which provides a major new green corridor for Newham and London, extending for 3 miles along the banks of the River Lea, from the Queen Elizabeth Olympic Park to the River Thames.

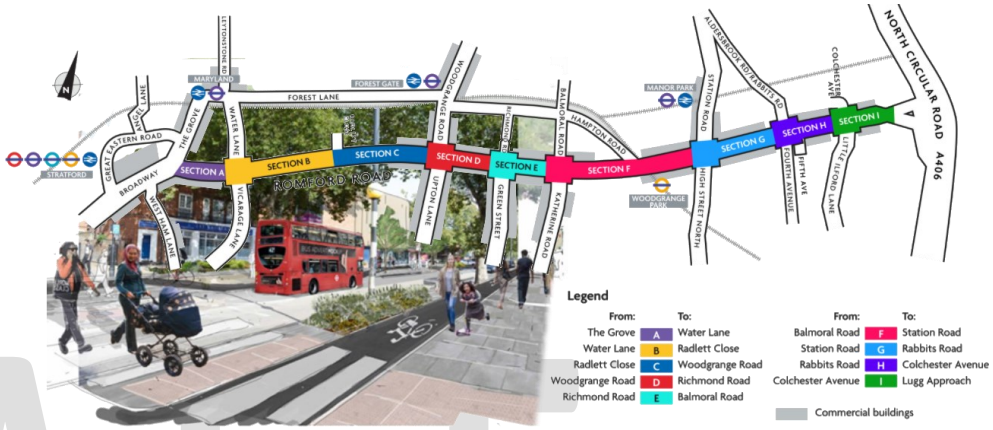
The initial investment has focussed on the creation of The Leeway, a riverside route which acts as a strategic walking and cycling route providing an uninterrupted active travel link to the Royal Docks and Canary Wharf. The route will be central to the development of six park areas: Three Mills Green, Mill Meads, Twelvetrees Park, Poplar River park, The Exotic Wild and East India Dock Basin.

Green Corridor, Queen Elizabeth Olympic Park

## 3.5 Promoting Active Travel

Active travel plays a critical role in reducing air pollution and enhancing public health in Newham. While walking already dominates as the most common mode of transport at 33%, cycling remains underutilised, with rates at just 2-3%. Lack of cycling infrastructure and unsafe roads have been identified as two main barriers to increasing the uptake of active travel. During the existing plan, the council was committed to increasing active travel uptake by creating the following safer, more accessible routes for both pedestrians and cyclists:

- The North Woolwich Rd Corridor interconnecting the emerging new neighbourhoods making active travel easier, safer and more convenient (completing 2025).
- Westfield Avenue Improvement scheme, London's first 'Green Zone' includes an attractive network of walking and cycling routes to new homes, businesses, and the Queen Elizabeth Olympic Park (completing 2025).
- Romford Road Public Realm Improvement Scheme A healthy Streets approach to encourage active travel for residents, businesses, visitors (under construction).
- Cycleway 6 and 22 QEOP to Manor Park and Newham Greenway improvements (completed in 2021).
- Urban realm improvements around Elizabeth Line stations including cycle parking and wayfinding.
- Stratford Town Centre pedestrian and cycling improvements (completed in 2019).




Public Realm Improvement scheme, Romford Road

## 3.6 Minimising Construction Emissions

Construction site NOx emissions from Non Road Mobile Machinery (NRMM) in Newham was estimated to have increased by 19% from 2019 to 42.7 tonnes in 2025 (source: LAEI 2019). This compares to an overall Greater London reduction of -45% in the same 5-year period. This was predicted due to Newham's ongoing rapid development.

Since 2019 the Borough has participated with the Pan-London initiative to audit construction sites for compliance with the latest Stage IV and Stage V emissions standards.

During 2024, 24 site audits were undertaken in Newham, and 92% were compliant with the standards. This will have had an impact in reducing emissions further than predicted. Further improvements are made through industry engagement at depot visits, trade shows and contractor training events.

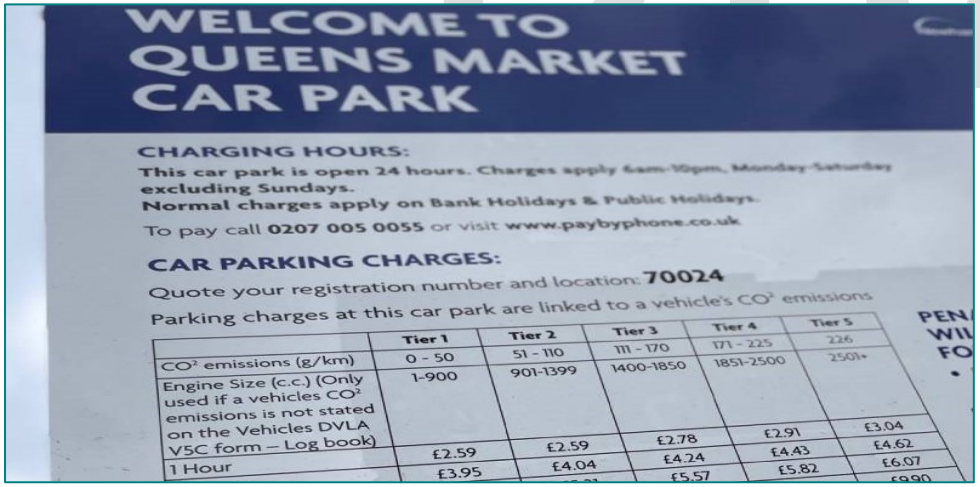
# 3.7 Parking Policy and Electric Vehicles

Newham's parking policy is focused on reducing car ownership, usage and the switch to cleaner vehicles. Without a modal shift, the forecasted population growth would generate an additional 25,000 cars by 2026 (from a 2020 baseline). Measures introduced included:

## Emissions-Based Parking Charges

Charges were introduced in January 2021 with the aim to encourage a greater proportion of motorists to adopt vehicles with lower carbon dioxide emissions.

Quarterly data from DVLA, published by Healthy Streets Scorecard results reveal that Newham registered the largest drop or **4% (2,860)** in the number of registered vehicles across all boroughs in 2021. This fall in registrations is likely to have contributed to the significant reduction in $NO_2$ concentrations between 2020 and 2021 which was reported in the boroughs Annual Status Report.




Emissions based Parking, Queens Market

Other factors may also have contributed to the reduction including the introduction of the inner London Ultra-Low Emission Zone at the end of 2021.

## Electric Vehicle Charging Infrastructure

With government phasing out combustion engines, TfL estimate that 60,000 electric chargers could be needed in London by 2030. The Council has been expanding the EV charging infrastructure to 238 on-street chargers to support cleaner vehicles. The majority of these are dual socket fast chargers with the ability of charging most cars and vans in less than two hours. The chargers are accompanied by dedicated electric vehicle bays to further encourage the switch from combustion.


EV Charging Infrastructure, EV at East Ham Town Hall

It is predicted that a 5% shift to EV's provides a 9% reduction in NOx. The EV charging infrastructure is owned by Newham, giving us access to its usage data. In the new plan, the Environmental Control team will have access to this data enabling annual reporting of it impact on air quality.

While EV's offer significant advantages including reduced tailpipe emissions, it is also important to acknowledge they still contribute to particulate emissions from brake dust and tyres. It is therefore important that the Council delivers the necessary infrastructure to support the uptake of cleaner vehicles, without encouraging car travel for people that can use alternate active travel options and public transport.

## 3.8 Implementing Planning Policy

The council's planning policies ensure that new developments are 'Air Quality Neutral' or 'Air Quality Positive', requiring developers to minimise emissions and incorporate air quality improvements. They are also required to demonstrate no one will be exposed to poor air quality both during the construction and operation phase of the development.

- Major developments and minor developments within the 4 Air Quality Focus Areas in Newham are required to submit an Air Quality Assessment to demonstrate that the development does not increase air pollution and exposure
- All developments must demonstrate that they are 'Air Quality Neutral', compliant with GLA guidance.

### Example Delivery: Planning Policies applied since 2020

The table below highlights planning applications submitted to the London Borough of Newham since 2020. The London Legacy Development Corporation, which oversees approximately a quarter of the borough's area, managed planning applications for the E20 and some of the E15 postal districts.

Table 2: Planning Applications assessed for Air Quality

| Condition | Number |
|---|---|
| Number of planning applications where an air quality impact assessment was reviewed for air quality impacts | 120 |
| Number of planning applications required to monitor for construction dust | 143 |
| Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions | 2 |
| Number of developments where an AQ Neutral building and/or transport assessments were undertaken | 26 |
| Number of developments where the AQ Neutral building and/or transport assessments do not meet the benchmark and so required to include additional mitigation | 115 |
| Number of planning applications with S106 agreements, including other requirements to improve air quality | 2 |

## 3.9 Greening the Council's Fleet

As part of its Climate Emergency declaration in 2019, Newham committed to electrifying its fleet by 2030. The council has already introduced electric vehicles and alternative fuels and have introduced the charging points across the borough. Current progress:

- Purchased 70 fully electric light vehicles.
- EV charging units installed in the borough.
- Replaced a fleet of 137 vehicles with mild hybrid which operate on gas-to-liquid.
- Obtained and installed telematics driver behaviour software to monitor carbon footprint and discourage idling.
- Fleet services have been awarded 'Truck Excellence' accreditation.

## 3.10 What We Learnt in the 2019 AQAP

### Benefits of Community Engagement

Engaging local communities and schools has been pivotal to the success of initiatives like Healthy School Streets. Clear cultural and age appropriate messaging have worked well in selling the benefits of air quality initiatives. Residents also benefited, from active involvement in decision-making processes such as public consultations and co-design workshops.. Enhanced dialogue via workshops, surveys, and regular updates across diverse communication channels has helped sustain momentum and encourage participation.

### Safety Concerns with Active Travel

Walking has been a popular mode of travel, but cycling uptake has remained low due to insufficient infrastructure and safety concerns. Addressing these gaps has been essential to promoting active travel. The key transport initiatives have helped remove barriers to cycling and should lay the path for a shift from private vehicles to active travel modes.

### Construction Site Challenges

With intensified development in Newham, managing construction-related emissions was challenging. Existing controls on Non-Road Mobile Machinery (NRMM) and audits showed progress, but more audits and enforcement of planning conditions with penalties for non-compliance are key to 100% compliance rates.

### The Need for Additional Green Space

Newham's dense urban environment present limited opportunities for expanding green spaces. However, the Council have committed to improving and connecting existing green spaces and finding innovative solutions to integrate green infrastructure into densely developed areas.

### The Fleet's Green Expansion Challenges

Financial constraints significantly impacted Newham Council's ability to meet ambitious Green Fleet Strategy goals. In 2019, the Council committed to transitioning its fleet to fully electric fleet by 2030. However, monetary pressures made this objective increasingly difficult to realise. An estimated £40 million was required to develop fast-charging facilities and enhance the electricity supply to support the initiative. These challenges highlighted the critical need for additional funding to achieve the Green Fleet commitment.

# Air Quality Action Plan 2025–2030
# The Next Five Years

# 4

# 4.1 Priority Actions

For the Air Quality Action Plan 2025–2030, we have identified the three core priorities below which align with Newham **Council's *Corporate Plan* and *Just Transition Strategy*.** These priorities address critical air quality challenges while fostering a fairer, healthier, and greener borough for all. They have been imbedded throughout the Action Plan and will guide our efforts in the upcoming five years, ensuring that our actions are impactful, inclusive, and sustainable.

## People - Building a Fairer Newham

Air pollution disproportionately impacts marginalised communities, exacerbating inequalities in health and quality of life. This priority focuses on addressing these inequalities by:

- ✓ Raising awareness about air quality issues and residents' health.
- ✓ Empowering residents, schools, businesses and community groups to take ownership of air quality projects in their neighbourhoods.
- ✓ Fostering engagement through collaborative projects that promote active participation and co-design solutions.

## Health - Tackling Health Inequalities

Certain groups, such as children, the elderly, pregnant women, and those with pre-existing health conditions, are more vulnerable to the harmful effects of air pollution. This priority seeks to protect and support these groups by:

- ✓ Prioritising interventions in areas where vulnerable populations live, work, and study.
- ✓ Building partnerships with key stakeholders: Public Health, TfL, schools, businesses, local boroughs, and the community.
- ✓ Coordinating efforts to ensure a holistic and effective approach to reducing health inequalities caused by poor air quality.
- ✓ Leveraging expertise and resources across sectors, to deliver targeted, interventions that tackle health and disparities.

## Environment - Greening Our Borough

Creating a greener, more sustainable Newham is essential to reducing emissions and exposure. This priority focuses on:

- ✓ Promoting sustainable transport options, such as walking, cycling, and the adoption of electric vehicles.
- ✓ Encouraging active travel by enhancing infrastructure to make walking and cycling safer and more accessible.
- ✓ Expanding green spaces and parks to increase access to clean, healthy outdoor environments.
- ✓ Supporting climate action initiatives, including retrofit, renewable energy projects and sustainable food systems.

# 4.2 The Action Plan

The following pages summaries the actions within the 6 themes of this plan which are:

| | |
|---|---|
| Communities/Businesses/Education | Air Quality Monitoring |
| Construction & Demolition | Buildings & Infrastructure |
| Transport Emissions | Collaboration & Lobbying |

The complete action plan is included in Appendix C. The summary below includes links to the relevant part of the complete plan and external links for further information.

# 1. Communities, Businesses and Education

## Action Plan: Appendix C, 1.1-1.8

Targeted Interventions We aim to target vulnerable communities disproportionately affected by air pollution. This involves developing communication strategies that address their specific needs, conducting workshops, and establishing support networks. We will collaborate with community organizations and healthcare providers to ensure that those suffering from air pollution-related health issues receive the necessary information and support. Additionally, we will prioritise air quality initiatives for disadvantaged neighbourhoods and engage community members in the planning and implementation.

Empowering Communities We will provide accessible resources and share real-time air quality data to keep residents informed. Educational programs will be organised to teach practical ways to reduce emissions, such as sustainable transportation and energy efficiency. Community action initiatives, like clean-up days and campaigns promoting sustainability, will be encouraged. We will also support local leaders and collaborate with stakeholders to expand our outreach and enhance the effectiveness of these programs.

Indoor Air Quality We will launch a public health campaign to raise awareness about indoor air quality, focusing on common pollutants and the impact of poor ventilation. Workshops will be organized to educate residents on how to improve air quality in their homes, schools, and workplaces. Practical measures, such as improving ventilation and using low-VOC products, will be promoted. We will collaborate workplaces to improve indoor air quality, promote healthy home audits and collaborate with research projects such as UEL's Health Energy Efficient Dwellings.

Schools Newham has the highest proportion of schoolchildren in Greater London, and it is essential this plan priorities this most sensitive cohort. The plan will improve classroom air quality by implementing filtration systems and expand upon Healthy School Street Programme. We will support "TFL Travel for Life" and other campaigns to encourage active travel. Educational programs will teach students about air quality and sustainability, while community involvement will encourage collective action.

Health Facilities We will also focus on reducing exposure to air pollution outside hospitals and health centres by installing air quality monitoring sensors, promoting green infrastructure, and encouraging active transport. Public awareness campaigns will inform the community about pollution sources and health risks, while collaboration with healthcare providers will ensure a coordinated approach to health and air quality.

Other Sources Additionally, we will take action on other sources of outdoor air pollution such as commercial events and firework displays by establishing guidelines for sustainable practices and promoting cleaner alternatives. To address emissions from canal boats, we will encourage the transition to cleaner fuel options and explore financial incentives for upgrades.

### External sources of information:

- Sustainable Transport Strategy;
- Newham School Travel Plans;
- TfL Travel for Life school programme.
- Healthy Energy Efficient Dwellings, UEL research project

# 2. Air Quality Monitoring

## Action Plan: Appendix C, 2.1

The Need for Monitoring Monitoring is used to inform and validate modelling and forecasting. It also helps us to test and understand both the positive and negative impacts of interventions in an Air Quality Management Area. It does not directly reduce emissions but as well as being a statutory requirement, it is essential for awareness raising and policy making.

Monitoring Locations Continuous monitoring of nitrogen dioxide ($NO_2$) and fine particles ($PM_{10}$ and $PM_{2.5}$) is undertaken at five sites in the London Borough of Newham. There are four roadside sites at Cam Road (NM2), East Ham Town Hall (NM4), Hoola Tower (TL5) and Britannia Gate (TL6) and a background site at Wren Close (NM3).

Monthly $NO_2$ samples are also undertaken at every school in Newham which helps in reporting the impact of initiatives such as the Healthy School Streets road closures to non-residents.

We will continue to maintain and if necessary expand air quality monitoring coverage across Newham and increase public access to, and ownership of, air quality data. This approach will enable residents to make informed decisions to protect their health, while fostering greater community involvement in air quality initiatives.

If and when necessary, we will install additional air quality sensors and monitoring stations in areas with high pollution levels or to monitor the air quality terms of new development such as the Silvertown Tunnel.

Public Access to Real-Time Data The plan continues to promote and maintain our Air Aware online platform where residents can view real-time air quality data, helping individuals and communities to understand local air pollution levels and take preventative measures. Other air quality alert services such as airText will continue to be promoted which also provide health advice based on current pollution levels.

Community Ownership and Citizen Science The plan promotes citizen-led air quality monitoring programmes, allowing residents to install their own sensors and contribute to the borough-wide monitoring effort.

Data-Driven Decision Making The collected data is analysed and used to inform policy decisions, prioritise areas for intervention, and design localised air pollution mitigation strategies. Regular reports are provided to the public on the impact of interventions, fostering trust and transparency.

### External sources of information:

- Air Quality Data for Newham
- Air Aware interactive air quality map
- London City Airport air quality data
- Silvertown Tunnel air quality data
- Air Aware
- airText

# 3. Construction and Demolition

## Action Plan: Appendix C, 3.1 to 3.3

Constriction Processes The plan emphasises comprehensive dust control measures, such as using water spraying, wind barriers, and dust collectors to limit particulate matter ($PM_{10}$ and $PM_{2.5}$). It also encourages using non-diesel powered machinery and low-emission equipment to cut down on dust and emissions. All new waste operations processing demolition waste from construction sites must be fully enclosed (as specified in the local plan and the Environment Agency's permitting requirements).

Contractors are urged to use sustainable construction techniques such as prefabricated components and the circular economy to encourage the use of recycled building materials and demolition waste. This reduces emissions from material production and transit. Non-toxic, low-VOC building materials are promoted to limit harmful emissions.

Developers are required to submit Construction Environmental Management Plans (CEMPs) to monitor and control dust and air pollutants during demolition, and real-time air quality monitoring is required on high risk sites to ensure pollutants stay within safe limits. Additionally, regulating construction hours and activities helps minimize the impact during peak traffic times or poor air quality periods.

Road Vehicles The plan requires the use of low-emission vehicles (LEVs) to serve construction sites, like electric or hybrid vans and trucks, and mandates that HGV's comply with the latest Euro 6 emission standards as a minimum. Construction Logistics Consolidation Centres are encouraged to centralize deliveries, reducing trips and overall emissions. Anti-idling guidelines are promoted, and developers are required to to schedule deliveries outside peak traffic hours to reduce congestion-related emissions. Smart logistics and route optimization technologies are recommended to minimize travel distances and avoid high-emission zones. Emissions reporting on major construction sites is required to measure the impact of construction and transport related emissions and demonstrate efforts to reduce environmental impact.

Non-Road Mobile Machinery NRMM emissions are predicted to rise 13% in Newham by 2030 compared by -26% reduction in London. To achieve the latest emissions standards, contractors are first required to register NRMM in compliance with London's Low Emission Zone (LEZ). The use of electric or hybrid NRMM is encouraged. Strict NRMM emissions requirements are included in planning conditions. Collaboration with other London boroughs and the Greater London Authority (GLA) helps share data and enforcement practices. This includes industry collaboration with the 'Cleaner Construction for London' project where sites are audited for compliance.

### External sources of information:

- The Local Plan 2025 (Policy CE2, CE6)
- Sustainable Design & Construction SPG
- Control of Dust & Emissions SPG
- Newham's Code of Construction Practice
- Planning Application Requirements (PAR) (Page 30)
- Cleaner Construction for London
- Non-Road Mobile Machinery

# 4. Buildings and Infrastructure

## Action Plan: Appendix C, 4.1 to 4.8

Air Quality Neutral and Positive The Newham Local Plan 2025 ensures that all major developments meet or exceed air quality benchmarks for both building and transport emissions and this must be evidenced in detailed quality assessments. Many combustion based heat and power sources and backup generators will not be compliant unless there operation is for 'life safety' reasons. Where emission breaches are unavoidable, the plan will require offsetting elsewhere.

Development with Environmental Impact Assessments (EIA) must adopt an Air Quality Positive approach, which includes designs that promote active travel like walking and cycling.

Green Spaces and Infrastructure Currently, only 13% of Newham is green space, with just 7% accessible to the public. The plan aims to tackle this deficiency by expanding and protecting green spaces and infrastructure with new parks, community gardens, and public green areas, especially in high-pollution zones. It also supports developing green corridors to connect natural areas, increasing tree cover, and integrating green infrastructure into roads and new developments to encourage active travel. Sustainable urban drainage systems (SUDS) and green walls in pollution hotspots are also part of the plan. Community engagement and education on green space benefits are key, along with leveraging these spaces for climate resilience.

Indoor Air Quality The plan promotes efficient ventilation systems in homes and public buildings, especially those with existing air quality issues. Retrofitting older homes with better ventilation and insulation is also a focus, targeting low-income and high-risk households. A Damp and Mould Management Plan for social housing and council-owned buildings is proposed, along with public awareness campaigns on preventing and managing damp and mould. Monitoring indoor air quality in key public buildings and offering air quality monitors to residents are also part of the plan.

Smoke Control Areas A borough wide SCA will be designated, making it illegal to emit smoke from chimneys unless using authorized fuels or appliances. A public awareness campaign will educate residents about SCAs and the health impacts of smoke pollution. Compliance monitoring and enforcement actions will be strengthened, with clear channels for reporting violations and penalties for repeat offenders.

Energy efficiency and retrofitting projects Improving energy efficiency in buildings reduces emissions and enhances indoor air quality. Retrofitting projects will focus on upgrading insulation, installing energy-efficient windows and doors, and integrating renewable energy sources. These measures will help reduce the environmental impact of buildings and contribute to Newham's broader climate and sustainability goals.

### External sources of information:

- The Local Plan 2025 (Planning Policy CE2, CE6);
- GLA Air Quality Neutral Guidance;
- The Just Transition Plan (2023);
- Newham Green and Water Infrastructure Strategy;
- Sustainable Transport Strategy;
- Highways Local Implementation Plan (LIP);
- Highway's Emerging Design Guide;
- Draft Smoke Control Order;
- Climate Emergency Action Plan;

# 5. Transport Emissions

## Action Plan: Appendix C, 5.1 to 5.11

Air Quality Positive Our plan ensures that new developments contribute positively to local air quality and the Healthy Streets Scorecard. This means that large-scale projects will need to help make Newham's streets more accessible for walking and cycling.

Healthy School Streets We are also focusing on creating healthier environments around schools. By implementing 50 timed road closures during drop-off and pick-up hours, we aim to reduce vehicle emissions. For schools where the scheme is not practical, we will closely monitor air quality and prioritise emissions reduction initiatives detailed in Action 1.5 such as classroom filters.

Low Emission Neighbourhoods and Zero Emission Networks Our plan includes implementing more traffic filters on residential streets, enhancing walking and cycling infrastructure, and raising awareness about the benefits of active travel. We are taking this further with Zero Emissions Networks by supporting businesses to switch to zero emission vehicles such as cargo bikes.

Walking and Cycling To support walking and cycling, we are developing dedicated cycle lanes, improving pedestrian pathways, and installing secure bike racks. We will upgrade pedestrian crossings and redesign busy intersections to make them safer for cyclists and pedestrians. We are also promoting active travel and ensuring that our infrastructure is accessible to everyone.

Car Free Days By temporarily closing streets to motor vehicles, we encourage residents to experience their neighbourhoods in a healthier, safer environment. We will support web platforms such as 'London Play Streets' to promote these initiatives.

Parking Our parking strategy includes implementing tiered parking fees based on vehicle emissions, reducing parking spaces and replacing with secure bicycle parking. We will also ensure all new residential development is car-free in accordance with the Local Plan.

Electric Vehicle Charging We are accelerating the installation of the electric vehicle charging infrastructure to meet future demand as more people transition towards the UK Governments 2030 ZEV (Zero Emissions Vehicles) mandate. This includes increasing the number of freestanding chargers, with the aim to install 3000 by 2030.

Council Fleet We are also upgrading the Council's fleet by transitioning to electric and hybrid vehicles, implementing a fleet management system, and setting emissions reduction targets. For deliveries, we are encouraging the use of low-emission vehicles and delivery consolidation schemes.

Integrated Policies We are ensuring that our transport and air quality policies align, collaborating across departments, and engaging with stakeholders to create a cohesive strategy for improving air quality.

### External sources of information:

- Newham's Healthy School Streets
- Highways Local Implementation Plan (LIP)
- Cycling Strategy
- Zero Emissions Network
- Sustainable Transport Strategy 2024
- London Play Streets
- Newham Parking policies and Procedures (2020)

# 6. Collaboration and Lobbying

## Action Plan: Appendix C, 6.1 to 6.4

Internal Information Sharing We will ensure that Newham's councillors, staff, and senior management are fully informed about the critical role air quality plays in public health. By fostering a deep understanding of the issue, we will cascade this knowledge throughout the organisation, ensuring that all employees are equipped to take action in their roles to reduce emissions and improve air quality. This will be achieved through training, workshops, and communications, embedding air quality as a key priority across all levels of the Council.

Interdepartmental Collaboration We will ensure that the Public Health, Housing, Climate Action, and Transport teams work collaboratively to implement the air quality policies and actions outlined in this plan. By fostering cross-departmental cooperation, we will integrate air quality considerations into all relevant projects across the Council, ensuring that emission-reduction efforts are aligned and mutually reinforcing. This coordinated approach will enhance the effectiveness of our initiatives, promoting cleaner air and healthier environments for all residents.

Sustainable Procurement We will reduce indirect emissions by prioritising air quality in our procurement processes, ensuring that the goods and services we purchase align with our environmental goals. Additionally, we will actively engage with our suppliers, as well as public and private sector stakeholders, encouraging them to adopt practices that reduce air pollution. By leveraging our purchasing power and fostering partnerships, we aim to influence wider actions on air quality beyond our direct control, driving broader environmental improvements across the supply chain and community.

Cross-borough and Stakeholder Partnerships We will reduce emissions by actively collaborating with other local authorities, external stakeholders, and various levels of government to develop and implement air quality policies and projects. By working together on shared initiatives, exchanging knowledge, and coordinating efforts, we can amplify the impact of our actions on air pollution. This collective approach will ensure more comprehensive solutions to air quality challenges, benefiting both Newham and the wider region.

### External sources of information:

- 50 Steps to a Healthier Newham
- Sustainable Transport Strategy
- Just Transition Plan (2023)
- Newham Cargo Bikes for Business
- Newham Support for Business
- Air Pollution Footprint partnership
- Sustainable Food Newham

Appendix A

# Air Quality Partner Commitments

## Appendix A, Air Quality Partners

The Environment Act 2021 introduced significant changes to the Local Air Quality Management (LAQM) framework, emphasizing a cooperative approach to tackling air pollution. The concept of Air Quality Partners (AQPs) requires certain public bodies to collaborate with local authorities in developing and implementing Air Quality Action Plans (AQAPs). The London Borough of Newham identified five major AQPs:

## 1. The Environment Agency (EA)

The EA oversees compliance with environmental laws and policies, regulates industrial emissions, waste management, and supports environmental monitoring programs. Newham collaborates with the Environment Agency to coordinate efforts in monitoring and mitigating pollutant emissions.

Key aspects of the EA's work related to air quality improvements in Newham include:

Medium Combustion Plant (MCP) Directive and Specified Generators (SG) Legislation: Requires new and existing combustion plants to comply with specific Emission Limit Values (ELVs). Compliance deadlines vary based on plant size, with larger plants needing to comply by 2025 and smaller plants by 2030.

Waste Operations Under the Environmental Permitting Regulations the EA regulates the waste sector which includes the recycling of demolition waste at hubs using NRMM such as crushers and screeners.

## 2. The Port of London Authority (PLA):

The PLA manages the tidal areas of the River Thames, focusing on reducing emissions from shipping and port activities through cleaner fuels and technology. Engagement with PLA is crucial for Newham due to its proximity to the river and the potential influence of port emissions on local air quality.

The PLA has outlined its commitment to reducing emissions in its Air Quality Strategy 2024, building on previous strategies. Key points include:

- ✓ Raising awareness, knowledge sharing, and emission monitoring.
- ✓ Quarterly and annual monitoring from London Gateway to Richmond, using real-time and passive $NO_2$ monitoring.
- ✓ A 20% reduction in NOx and PM emissions by 2026, 50% by 2040, and 80% by 2050.

## 3. Canals and Rivers Trust (CRT)

The CRT manages over 2,000 miles of waterways across England and Wales. It contributes to air quality improvements through:

- ✓ Promoting Sustainable Transport by encouraging the use of towpaths and waterways for low-emission transportation.
- ✓ Supporting Clean Boating Practices by advocating for eco-friendly fuel options and modern engines.
- ✓ Collaborating with local authorities and environmental organizations.
- ✓ Enhancing Green Spaces by managing vegetation and green spaces to absorb pollutants.

- ✓ Running Community Engagement and Education programs to raise awareness of air pollution.
- ✓ Maintaining and upgrading the canal infrastructure including the promotion of electric hook-ups.

## 4. The Mayor of London and Transport for London

The Greater London Authority (GLA) and Transport for London (TfL), develops and oversees London wide strategies impacting air quality, including urban planning policies, low-emission zones, and public transport initiatives.

Key initiatives include:

- ✓ Making 80% of all trips in London sustainable by 2041.
- ✓ Upgrading the bus Fleet by retrofitting high emission busses to meet Euro VI emissions standards, significantly reducing NOx emissions.
- ✓ Over 1,300 zero-emission buses operate in London, with a goal to transition the entire fleet by 2034, potentially by 2030 with additional funding.
- ✓ Over half of London's licensed taxis are now Zero Emission Capable (ZEC), with all new taxis required to be ZEC since 2018 and the entire fleet expected to meet this criterion by 2033.
- ✓ Delivering and maintaining the Ultra-Low Emissions Zone
- ✓ Supporting air quality improvements at schools including using air quality filters in classrooms.

## 5. Neighbouring Boroughs

Air pollution does not respect boundaries. Therefore, it is essential that authorities collaborate on shared objectives within Air Quality Action Plans. I.e. Newham worked together with Waltham Forest to deliver a Low Traffic Neighbourhood on the boundary of both boroughs.

Newham shares ether a boarder or partners closely with the following boroughs: LB Tower Hamlets, LB Greenwich, LB Havering, LB Redbridge, LB Waltham Forest, and LB Hackney. In the consultation process, air quality officers from each borough will be contacted to input into the plan.

### External sources of information:

- EA Public Register or Waste Operations
- Air Quality Strategy 2024 | Port of London Authority
- Canals and Rivers Trust
- GLA Air Quality Programmes and Strategies

Appendix B

# Consultation and Engagement

IN PROGRESS

To ensure Air Quality Action Plan (2025-2030) is comprehensive and impactful, the Environmental Control Team coordinated a series of internal consultation meetings with key departments, including Housing, Council's Fleet, Transport, Parks, Climate Action, and Public Health. These one-hour sessions provided a structured forum to:

- Present the draft Air Quality Action Plan, outlining proposed initiatives and key deliverables.
- Facilitate open discussions to gather feedback, address concerns, and identify potential challenges.
- Explore synergies between the action plan and the strategic objectives of each department, fostering collaboration across teams.

The meetings were designed to harness the collective expertise of colleagues, ensuring the plan is both practical and aligned with broader organisational goals. Insights from these sessions have informed revisions to the draft before it was presented to the Council's Scrutiny on February 25th, and subsequently opened for public consultation.

Appendix C

# The Air Quality Action Plan Matrix

# Air Quality Action Plan Matrix

*Cost key: £ Low: £4,000; ££ Moderate: £4,000 - £10,000; £££ Medium: £10,000k - £50,000; ££££ High: £50,000 +; ££££* Funded: Low to Borough
GLA key: Action labelled 1 to 25 where it aligns with the GLA's matrix table actions. For referencing progress alongside other London Boroughs Action Plans

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Communities, Businesses and Education | 1.1 Reduce Exposure and Emissions Through Targeted Communications, Interventions to Tackle the Inequitable Impact of Air Pollution On Vulnerable Communities and Those Disproportionately Impacted by Air Pollution | A. Develop communication strategies that specifically address the needs and concerns of vulnerable communities, using culturally relevant messaging and languages to ensure understanding and engagement. | Engagement with vulnerable residents is an effective measure in protecting health and helping to reduce exposure by supporting behaviour change. | £ | | Communications Policy and Impact, Environmental Control, Public Health, Community Neighbourhoods |
| | | B. Conduct workshops and informational sessions in community centres, schools, and local organisations to raise awareness about air pollution and its health effects and empower residents with the knowledge to protect themselves. | | | | |
| | | C. Conduct assessments to identify vulnerable populations most affected by air pollution and prioritise interventions in those areas, ensuring resources are allocated where they are needed most. | | | | |
| | | D. Establish support networks that connect vulnerable individuals with resources, such as air quality monitoring tools and health services. | | | | |
| | | E. Collaborate with non-governmental organisations and community groups that focus on environmental justice to leverage their expertise and reach within affected communities. | | | | |
| | | F. Work with healthcare providers to identify patients suffering from air pollution-related health issues and ensure they receive the necessary information and support. | | | | |
| | | G. Advocate for policies prioritising air quality improvements in disadvantaged neighbourhoods, ensuring that Council actions are equitable and inclusive. | | | | |
| | | H. Establish a system to assess air quality in vulnerable areas. This will allow us to track improvements and adjust interventions as needed. | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Communities, Businesses and Education | 1.2 **Empower Communities to Take Action Locally and Reduce Emissions and Exposure Through Information Sharing and Educational Programmes** | A. Educate residents about the sources of air pollution, its impact on health, and actions they can take to reduce emissions and protect themselves from exposure.<br>B. Host workshops such as community compositing, food waste reduction, repair cafes, clothes swaps, and bike repair sessions to equip community members with the knowledge and tools to reduce their exposure to pollution and adopt practices that lower emissions.<br>C. Create and promote easy-to-use digital tools, such as air quality data maps, to help residents monitor air pollution levels where they are and adjust their activities accordingly.<br>D. Work with local gardening and environmental groups to amplify messages on air quality and develop joint projects that engage the public in pollution reduction efforts.<br>E. Engage with local businesses to encourage the adoption of cleaner practices. | Engagement with residents can be a very effective measure for reducing exposure by supporting behaviour change. However, modelling meaningful direct emissions benefits from behaviour change measures is challenging. | £££ | 11 | Environmental Control and Public Health, Communications, Policy and Impact, Waste Reduction, Community Neighbourhoods |
| | 1.3 **Reduce Exposure and Emissions by Increasing Awareness of Indoor Air Quality** | A. Pilot environmental sensors in social homes to measure indoor air quality and flag early damp and mould risks in real time for remediation before they become a hazard.<br>B. Work with businesses to promote opportunities to improve indoor air quality in workplaces.<br>C. Lead, facilitate and support research projects examining indoor air pollution and home exposure and their potential health impacts. | Pilot studies at schools (GLA) have shown that air filtration systems can positively impact achieving this. | ££ | 11 | Environmental Control, Public Health, Planning and Development, Housing Needs, Community Neighbourhoods |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Communities, Businesses and Education | 1.4 **Reduce Exposure to Air Pollution Outside Hospital and Health Centres** | A. Utilise or install air quality monitoring sensors around the perimeter of Newham General and health centres to gather real-time data on pollution levels and identify peak exposure times, allowing patients and visitors to make informed decisions about which route to take to visit these facilities.<br><br>B. Promote planting trees and installing green barriers around Newham General and health centres to absorb pollutants and improve air quality.<br><br>C. Encourage improvement of healthcare facilities' outdoor spaces by creating gardens and green areas that provide patients and staff with a clean and pleasant environment.<br><br>D. Develop infrastructure to support walking and cycling, such as safe bike lanes, secure lockers and pedestrian paths, to encourage patients and staff to use sustainable modes of transportation to reach healthcare facilities.<br><br>E. Launch awareness campaigns informing the community about the sources of air pollution near healthcare facilities and encourage residents to reduce their contributions.<br><br>F. Work with healthcare professionals to develop initiatives to reduce patients' and staff's exposure to air pollution, ensuring a coordinated approach to health and air quality.<br><br>G. Encourage healthcare facilities to advocate for policies prioritising air quality improvements, leveraging their influence to promote healthier environments. | Green infrastructure and air quality monitoring may not directly reduce emissions, but data is essential for raising awareness and understanding the impacts of measures to improve air quality. Any resulting behaviour change, i.e. walking via clean air routes and using sustainable transport, can also reduce emissions and exposure. | £££ | 25, 10 | NHS North East London, Public Health, Sustainable Transport and Highways, Community Wealth Building, Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Communities, Businesses and Education | 1.5 **Reduce Emissions and Exposure in and Around Schools** | A. Continue to monitor air quality in and around schools to provide data on pollution levels, enabling proactive measures to be taken when air quality is poor.<br><br>B. Continue to support and promote "TFL Travel for Life" and other campaigns to encourage walking, cycling, and using public transport for school commutes, helping to reduce reliance on cars and associated emissions.<br><br>C. Offer cycle training and promote events such as "Walk to School Week" and "Bike to School Day," incentivising families to choose active travel methods.<br><br>D. Continue to offer Zero Carbon Schools programmes and similar programmes that integrate environmental education into the school curriculum, teaching students about the importance of air quality, climate change, and sustainable practices.<br><br>E. Provide a platform for teachers to explore funding and project opportunities offered by the Council and our partners.<br><br>F. Participate in local initiatives, such as tree planting and green space enhancement, to improve air quality and reduce emissions in the vicinity of schools.<br><br>G. Work with schools to improve indoor air quality by supporting the GLA's classroom filtration scheme and reducing the use of harmful cleaning products. Encourage schools to introduce the topic of indoor air quality into school curriculums to educate children and their families on maintaining healthy indoor environments at home.<br><br>H. Encourage schools to produce travel plans and work with partners to deliver clean air walking/cycle maps. | The Travel for Life scheme has saved about 22 million vehicle kilometres (VKM) annually between 8 and 9 a.m. The total is 44m VKM a year. Calculations show this can be estimated as an equivalent saving of around 96 tonnes of NOx per year. If all London schools took part, savings of around 215 tonnes of NOx a year might be achieved. | £££££* | 13,14 | Sustainable Transport and Highways, Climate Action, Public Health, Planning and Development, Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Communities, Businesses and Education | 1.6 **Reduce Emissions from Commercial Events** | A. Establish clear guidelines for event organisers that outline best practices for reducing emissions, such as minimising energy consumption, utilising sustainable materials, and implementing waste reduction strategies. | These measures can significantly lower emissions locally by reducing vehicle travel times and deliveries. Establishing clear guidelines and offering incentives can reduce pollution exposure, and event organisers are encouraged to adopt less polluting practices. | ££ | 11, | Parks, Events, Licensing, Public Health, Community Wealth Building, Climate Action |
| | | B. Offer incentives, such as reduced fees or permits for events that demonstrate a commitment to sustainability, encouraging organisers to adopt eco-friendly practices. | | | | |
| | | C. Collaborate with local transportation agencies to ensure public transport options are accessible and efficient for event attendees, reducing reliance on private vehicles. | | | | |
| | | D. Encourage event organisers to source power from renewable energy providers or utilise portable solar generators to minimise reliance on fossil fuels. | | | | |
| | | E. Promote zero waste initiatives by encouraging event organisers to implement waste management strategies. | | | | |
| | | F. Work with local businesses and vendors to promote sustainable practices during events, such as offering locally sourced food and products. | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Communities, Businesses and Education | 1.7 Reduce Emissions from Canal Boats and Support Boating Community in Protecting Boater Health and the Health of Canal-Side Residents | A. Encourage canal boaters to transition to cleaner fuel options or electric propulsion systems.<br>B. Explore financial incentives or external funding to develop infrastructure that supports cleaner fuel alternatives, such as electric charging stations along the canals.<br>C. Develop educational programmes for the boating community on the importance of reducing emissions and exposure by adopting sustainable practices, including information on alternative fuels and maintenance techniques.<br>D. Hold community meetings to discuss emissions-related concerns and gather feedback on potential solutions.<br>E. Utilise planning policies to request new developments with moorings to provide suitable infrastructure for canal boats to connect to electricity when moored. | Encouraging boaters to switch to cleaner fuel options or electric systems directly reduces harmful emissions. | ££ | | Environmental Control, Planning and Development |
| | 1.8 Reduce Emissions from Other Sources of Outdoor Air Pollution | A. Respond to new research, scientific evidence and community concerns regarding other sources of outdoor air pollution.<br>B. Investigate options and possible actions to restrict ice cream van operations based on air pollution data and resident complaints.<br>C. Investigate restrictions on fireworks displays and private use, including limiting usage to specific hours, regulating the sale of loud fireworks, and promoting the use of silent fireworks. | Air quality monitoring data shows significant spikes in particulate pollution during fireworks events. Certain display restrictions can help prevent days when pollution levels exceed legal limit values. | £ | 21 | Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Air Quality Monitoring | 2.1 **Reduce Exposure and Emissions by Increasing Air Quality Monitoring Coverage and Public Access and Ownership of Data** | A. Achieve a minimum of 90% data capture for the long-term borough-wide $NO_2$ and particulate monitoring stations network. | It does not directly reduce emissions but is essential for raising awareness, identifying areas of concern, and finding solutions to implement measures to improve air quality. | £££ | 1, 12 | Environmental Control |
| | | B. Investigate the adoption of the Silvertown Tunnel air quality monitors and continued maintenance to ensure the long-term impact of tunnel operations remains within planning requirements. | | | | |
| | | C. Achieve a minimum 75% data capture at the boroughs 115 $NO_2$ diffusion tube monitoring sites to evaluate the local impact of interventions covered in this AQAP, such as our 'Healthy School Streets' programme, Low-Traffic Neighbourhoods, and cycling and walking infrastructure delivery. | | | | |
| | | D. Provide access to data on local air quality through public reports, websites and alerts (i.e. AirAware and GLA Alerts), ensuring transparency and keeping residents informed about the effectiveness of emissions-reducing measures. | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Construction and Demolition | 3.1 **Reduce Emissions from Construction and Demolition Processes** | A. Demolition and construction activities will be required to be undertaken in compliance with Newham's Code of Construction Practice. | Particulate Matter will be reduced compared to 'do nothing'. Emissions reductions depend on the amount of development and their ambition to go beyond compliance. | ££ | 2 | Inclusive Economy and Housing, Planning and Development, Environmental Control |
| | | B. Promote a circular economy approach and sustainable construction techniques (such as modular construction) to reduce waste and lower construction projects' environmental footprints. | | | | |
| | | C. Promote the use of low-VOC (volatile organic compound) building materials to limit harmful emissions during construction and improve indoor air quality once buildings are occupied. | | | | |
| | | D. Encourage developers to implement real-time pollution monitoring and alerts in demolition/construction sites with a medium to high risk of dust emissions. | | | | |
| | | E. Where necessary, officers will undertake site visits to monitor compliance with Newham's code of construction practice. | | | | |
| | | F. Ensure that mobile crushing and screening plants and waste sites serving construction sites have environmental permits and all new waste sites are fully enclosed (in accordance with the local plan). | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Construction and Demolition | 3.2 **Reduce Emissions from Road Vehicles Servicing Construction Sites** | A. Use planning controls to reduce emissions from road vehicles servicing construction sites. | Vehicle emissions will be reduced compared to 'do nothing'. Emissions reductions depend on the amount of development and the ambition to go beyond compliance. | £££ | 21 | Planning and Development, Climate Action, Inclusive Economy, Environmental Control |
| | | B. Require construction management plans to demonstrate proactive measures to reduce emissions, including using LEVs, Euro 6 compliance for HGVs at minimum, and training/signage to prevent unnecessary vehicle idling. | | | | |
| | | C. Require developers to demonstrate efficient logistics planning, just-in-time delivery systems, scheduled deliveries outside peak traffic hours and route optimisation technologies. An emissions report should identify the predicted $NO_2$ savings. | | | | |
| | | D. Encourage developers to schedule deliveries outside peak traffic hours to reduce congestion-related emissions and improve overall air quality around construction sites. | | | | |
| | | E. Encourage the use of construction logistics consolidation centres and last-mile EV/cargo bike delivery solutions to centralise material deliveries for multiple construction sites in a single area, reducing the number of trips and emissions. | | | | |
| | | F. Promote the use of sustainable procurement policies and prioritise locally sourced materials to reduce the distance that goods need to be transported to construction sites, thereby minimising vehicle emissions. | | | | |
| | | G. Encourage off-site construction methods, such as prefabrication, to reduce the number of deliveries and transport requirements to construction sites. | | | | |
| | | H. Support circular economy initiatives, ensuring materials are reused or recycled locally, reducing the need for long-distance transport of construction materials. | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Construction and Demolition | 3.3 **Reduce Emissions from Enforcement of Non-Road Mobile Machinery and Diesel Generators** | A. Use planning conditions to ensure the NRMM used in construction and demolition meets the latest emissions requirements.<br><br>B. Signpost developers to the latest emissions requirements via Newham's Code of Construction Practice.<br><br>C. Promote fully electric alternatives where practicable.<br><br>D. Leading by example, Non-Road Mobile Machinery used to undertake the Council's schemes must comply with the latest NRMM Emission requirements. | NRMM used in construction currently accounts for approximately 7% of NOX and 8% of $PM_{10}$ emissions in London. This enforcement will reduce dust, $PM_{10}$, $PM_{2.5}$, and NOX emissions from construction and demolition activities, with further tightening of the standards in Newham in 2025 and 2030. | ££ | 3 | Planning and Development, Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Buildings and Infrastructure | **4.1 Reduce Emissions from Construction Through Air Quality Neutral and Air Quality Positive Planning Policies** | **A.** All relevant developments in Newham will have a planning requirement to meet the Air Quality Neutral benchmark for building and transport emissions. Applicants will be required to include backup generators in Air Quality Neutral calculations unless they are solely used for life safety.<br>**B.** Large-scale developments (subject to an EIA) will be required to meet the Air Quality Positive requirements.<br>**C.** Publish an Air Quality Supplementary Planning Guidance, which will include further details for air quality obligations required from new developments. | A significant mixed-use development with CHP and gas-fired boilers can produce 17.3 tonnes of NOx emissions yearly. Air quality neutral benchmarks allow for onsite or off-setting measures. | £ | 5 | Planning and Development, Environmental Control |
| | **4.2 Reduce Emissions and Exposure Through Green Spaces** | **A.** Identify and increase the number of coverage or trees and green spaces across the borough by creating new parks, community gardens, and public green areas, particularly in areas with high pollution levels, climate risks (overheating and flooding) and limited access to green spaces.<br>**B.** Create green corridors that connect parks, woodlands, and other natural areas to facilitate airflow and reduce the concentration of pollutants.<br>**C.** Engage resident and community groups in the identification, co-creation, and development of community gardens, food growing, and urban farming initiatives that foster community engagement and hands-on learning about the sustainability of local food production, reduced transportation, and cleaner air.<br>**D.** Support the delivery of 'pocket forests' in schools across the borough and alongside transport routes with heightened pollution levels by planting a biodiverse network of native species to foster important ecosystems and create a green buffer.<br>**E.** Promote the removal of Astroturf and paving over front and rear gardens, contributing to increased surface temperatures, runoff, and reduced biodiversity.<br>**F.** Ensure that green space initiatives contribute to carbon sequestration and align with Newham's broader climate and environmental sustainability goals. | Introducing large open green spaces in new development can have an impact in reducing concentrations if the net result is a reduction in new roads and parking spaces. It can also help reduce exposure by extending the distance between pollution sources. | ££££* | 6 | Community Wealth Building, Public Health, Sustainable Transport and Highways, Parks, Climate Action, Planning and Development, Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Buildings and Infrastructure | | G. Implement a 50-Year Green Infrastructure Strategy, focusing on long-term planning to increase and sustain green coverage in Newham. The evidence base will include a Green Spaces Plan, a Local Nature Recovery Plan and a Local Urban Forest Plan. | | | | |
| | 4.3 Reduce Exposure and Emissions Through Improved Ventilation, Mould and Damp Assessments | A. Create and implement a Damp and Mould Management Plan for Newham's social housing stock and council-owned buildings. | Does not directly reduce concentrations. However, indoor air pollution is a significant concern and risk to human health. | ££££ | | Housing Needs, Climate Action, Public Health, Environmental Health |
| | | B. Ensure that damp and mould risks are regularly assessed and managed as part of property maintenance schedules. | | | | |
| | | C. Provide resources and guidance on best practices to educate residents on preventing and managing dampness and mould in their homes, including the importance of ventilation, proper heating, and avoiding moisture build-up. | | | | |
| | | D. Pilot a program offering indoor air quality monitors to residents, especially in homes with vulnerable individuals. | | | | |
| | | E. Collaborate with public health agencies to link indoor air quality assessments with broader housing and health interventions, especially for residents suffering from respiratory conditions like asthma. | | | | |
| | | F. Retrofit homes with better ventilation and insulation to reduce air leaks and improve overall building health. Retrofit projects should prioritise low-income and high-risk households to tackle inequities in poor indoor air quality exposure. | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Buildings and Infrastructure | **4.4 Reduce Emissions and Exposure Through Green Infrastructure** | **A.** Drawing from the Highways emerging design guide, GI will be incorporated into the scope of all new highway schemes using native, pollution-absorbing species to serve as a natural buffer against pollution.<br>**B.** We will establish the Green and Water Infrastructure Implementation Group.<br>**C.** Expand tree-planting initiatives, particularly in high-traffic areas, along roadsides, and near schools and public buildings, to reduce exposure to air pollution.<br>**D.** Use planning controls in Chapter GWS Local Plan and a Sustainable Transport Design Guide to integrate green infrastructure in all redevelopment and regeneration projects. | Green infrastructure does not directly reduce concentrations. However, it has many co-benefits, from health to well-being to reducing reliance on private car use and making active travel more attractive. | ££££* | 6,18 | Sustainable Transport and Highways |
| | **4.5 Reduce Emissions Through Promotion and Enforcement of Smoke Control Areas and Solid Fuel Burning** | **A.** Aim to strengthen the legal standing of existing Smoke Control Areas by introducing a new provision that removes exemptions for domestic burning on vessels.<br>**B.** Develop targeted campaigns to educate residents and traders about the importance of SCAs and the regulations surrounding them. Provide clear information about the types of permitted fuels and the health impacts of smoke pollution.<br>**C.** Establish clear channels for residents to report smoke violations and develop a framework for enforcing smoke control regulations, including penalties for repeat offenders. | King's College London estimates that between 23% and 31% of the $PM_{2.5}$ originating in London comes from wood burning. Reducing this would clearly have a significant impact on $PM_{2.5}$ emissions. | ££ | 7 | Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Buildings and Infrastructure | 4.6 Reduce Emissions and Exposure Through Promotion and Delivery of Energy Efficiency and Retrofitting Projects | A. Develop an Energy Management Plan to upgrade the energy efficiency of social, administrative and community property portfolios and plan the transition to renewable energy.<br>B. Initiate pilot programs for innovative retrofit schemes, such as Net Zero Neighbourhoods, with the goal of retrofitting the entire social housing portfolio managed by the Council.<br>C. Continue to maintain compliance to improve Energy Efficiency Standards for privately rented properties by issuing enforcement notices to address sub-standard properties.<br>D. Offer free or subsidised energy audits for schools and small businesses to identify areas where energy efficiency can be improved. Provide tailored recommendations for retrofitting based on individual needs.<br>E. Create a directory of certified contractors specialising in energy efficiency upgrades and retrofitting, helping residents connect with qualified professionals in their area.<br>F. Support community-led renewable energy initiatives that empower residents to collectively invest in energy-efficient technologies.<br>G. Launch campaigns to educate residents about the benefits of energy efficiency and retrofitting, highlighting potential savings on energy bills, environmental impacts, and health benefits. | Upgrading homes while simultaneously improving indoor air quality can reduce energy consumption by 50-80%. This is achieved through improved ventilation systems, tighter construction to minimise air leaks, and the use of healthier building materials. By lowering energy demand and transitioning to cleaner heating alternatives, retrofits can contribute to broader improvements in outdoor air quality. | ££££ | 8 | Housing Needs, Climate Action, Community, Wealth Building, Public Health |
| | 4.7 Reduce Emissions from Commercial Cooking | A. Undertake consultancy to inform supplementary planning guidance and to help raise awareness within the restaurant, café, catering, and takeaway food industries about the impact of their activities on air quality and public health.<br>B. Promote cleaner technologies and transition from gas to electric or induction cooking appliances. | Commercial cooking is predicted to contribute to 8% of $PM_{2.5}$ emissions in Newham. Promoting cleaner technologies, such as electric or induction cooking, | ££ | | Planning and Development, Public Health, Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Buildings and Infrastructure | | C. Ensure new food premises are correctly equipped with the correct extraction and odour control level within its kitchen extract ventilation systems and in line with best practice guidance. | helps reduce emissions. Ensuring new food premises use well maintained extraction and odour control systems ensures optimal pollutant capture. | | | |
| | | D. Raise awareness to ensure commercial kitchen operators are aware of the importance of maintaining plants for optimal pollutant capture efficiency. | | | | |
| | | E. Utilise planning controls to ensure that all new restaurant and takeaway applications, including kitchen extract ventilation systems, are equipped with appropriate extraction and odour control measures and comply with best practice guidance. | | | | |
| | 4.8 Reduce Emissions from Diesel Generators, CHP and Biomass | A. Discourage the installation of diesel generators. Encourage the use of cleaner technologies to provide backup power. Where new diesel generators are unavoidable, they should be to the highest environmental standard. | Even with abatement combustion CHP can produce 5 to 170 times the NOX emissions per kw/hr unit of heat generated. Therefore, stricter planning policies limiting diesel generators, CHP, and Biomass can significantly reduce emissions. | £ | 4 | Planning and Development, Environmental Control |
| | | B. Limit the number of hours new diesel generators can be used for routine testing and maintenance. Encourage testing to be conducted during times of lower air pollution levels to minimise public exposure. | | | | |
| | | C. Development proposals for carbon-based CHPs or connections that increase the capacity of existing CHPs will not be supported as it is unlikely that district heating will meet the latest carbon net zero requirements. | | | | |
| | | D. Collaborate with local universities and research institutions to explore innovative technologies and practices, such as alternative fuels or hybrid systems, that can reduce emissions from backup generators. | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Transport Emissions | 5.1 Ensure the 'Air quality positive' approach in new development is contributing towards improving Newham's Healthy Streets Indicators /Scorecard | A. All major developments subject to an Air Quality Positive assessment will submit an approved sustainable Healthy Streets Transport Strategy, which will report against the Healthy Streets indicators for on-site and off-site routes.<br>B. Achieve measurable annual improvements beginning from the 2025 baseline. | The scheme being undertaken will determine the quantification of emissions reduction. | £££££* | 9 | Sustainable Transport and Highways |
| | 5.2 Reduce Emissions and Exposure Through Healthy School Streets | A. All technically viable primary and secondary schools will have a Healthy School Street implemented, with 49 installed by 2026.<br>B. Where road closures are not viable at schools, alternative traffic calming measures, crossing improvements, and urban realm improvements will be explored. | Newham's P3 HSS has resulted in an average 7.4% reduction in $NO_2$ exposure outside participating schools. | £££££* | 14, 21 | Sustainable Transport and Highways |
| | 5.3 Reduce Emissions and Exposure Through Low Emissions Neighbourhoods Scheme | A. Low Traffic Neighbourhoods (LTNs) will be expanded to 80% of all streets by 2030 (form a baseline of 44% in 2024).<br>B. Air quality monitors and modelling will be used to help prioritise projects and assess the effectiveness of implemented interventions.<br>C. Enhance new and existing LTNs with additional greenery and landscaping, as well as new pedestrian crossing points, dropped curbs, and upgraded footways to improve accessibility, safety and aesthetic appeal.<br>D. Strengthen the connectivity between LTNs by adding new cycle parking facilities and establishing continuous cycle routes, making active travel options easier and more convenient.<br>E. Increase the presence of wayfinding measures and signage to help residents and visitors navigate easily.<br>F. Improve engagement and communications with residents during the design and trial phase by actively responding to feedback, addressing concerns, and consistently highlighting the benefits and successes of the scheme to build stronger community support. | LTN schemes implemented in Newham between 2020 and 2022 showed measurable reductions in air pollution. | £££££* | 19 | Sustainable Transport and Highways |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Transport Emissions | 5.4 **Reduce Emissions and Exposure Through Zero Emissions Neighbourhoods Scheme** | A. Actively contribute and expand upon Newham's existing Zero Emission Network (ZEN), collaborating with other participating boroughs to advance cleaner transport solutions.<br>B. Monitor and analyse real-time air quality data and measure emissions savings from converting business miles to zero-emission vehicles, providing insights on environmental impact.<br>C. Expand the number of businesses involved in ZEN and encourage applications for cargo bike grants, supporting the shift to sustainable transport options.<br>D. Enhance participation by increasing both cargo bike hires and the number of business trips completed using cargo bikes or zero-tailpipe-emission vehicles, reducing the reliance on conventional vehicles.<br>E. Report annually on the number of road closure events held and participant engagement to track progress and demonstrate community involvement in zero-emission initiatives. | An improvement in emissions savings due to businesses switching trip miles from combustion to zero-emission vehicles. | ££££* | 11 | Sustainable Transport and Highways |
| | 5.5 **Reduce Emissions and Exposure Through Walking and Cycling Infrastructure** | A. Encourage a modal shift away from motor vehicles by prioritising safe, accessible and attractive active travel connections to key locations, such as town centres, new developments, leisure centres, hospitals, schools, parks, and public transport hubs.<br>B. Progress towards the Mayor's Transport Strategy target of 83% of all trips made by foot, cycle, or public transport by 2041 (baseline 63%).<br>C. Increase the proportion of streets with a 20mph speed limit from a baseline of 41% in 2024 to >95% by the end of 2025 to allow safe active travel throughout the Borough. | 35% of London residents' car journeys are 2km or less. Dispersion modelling for a main road showed that removing this proportion of car journeys and replacing them with walking or cycling | ££££* | 25 | Sustainable Transport and Highways, Planning and Development |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Transport Emissions | | D. Expand the absolute length of protected cycling routes and progress towards the target of 88% of the cycle network being accessible (within 400m) to Newham residents by 2041.<br>E. Expand on-street cycle parking for short- and long-term use, ensuring accessible and secure parking options.<br>F. Develop Newham's network of cycle hire stations at transport interchanges, mixed-use developments, and town centres and consider a free-floating e-cycle hire scheme.<br>G. Expand high-quality wayfinding signage to ensure a seamless connection between active travel routes.<br>H. Provide bike maintenance services, cycle training programs, and financial support for local cycling initiatives and community groups to encourage skill-building and community involvement.<br>I. Implement community initiatives to raise awareness about the benefits of walking and cycling, motivating residents to integrate active travel into their daily routines for better health and sustainability. | would reduce NOX and $PM_{10}$ emissions by 9% and 16%, respectively. | | | |
| | 5.6 **Reduce Emissions and exposure by Supporting and Delivering Car Free Days** | A. Organise and promote Car Free Days by temporarily closing selected streets to vehicular traffic and inviting residents to walk, cycle, or use public transportation. These events will allow the community to experience streets as safe, pedestrian-friendly spaces while also contributing to reduced emissions and improved air quality.<br>B. Support web platforms such as 'London Play Streets' to promote initiatives such as 'play streets' (where residents can regularly close a street for play after school or during weekends).<br>C. Report on the number of road closures achieved through these initiatives. | A short-term decrease in transport-based emissions encourages a mindset and behavioural shift towards walking and cycling. | ff | 22 | Sustainable Transport and Highways |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Transport Emissions | 5.7 **Reduce Emissions and Exposure Through Parking Strategy** | A. Explore parking options to encourage people to switch to lower-emissions vehicles.<br><br>B. Develop a kerbside strategy to limit the availability and location of both on-street and off-street parking to reduce traffic congestion and discourage car dependency.<br><br>C. Explore innovative alternative uses for kerbside areas, such as cycle parking, bike hire facilities, and community parklets, and enhance public access and use of these areas for active travel and social interaction.<br><br>D. Expand car club spaces and the availability of car club vehicles to make shared car use a more practical and accessible option for residents.<br><br>E. Apply planning policies to ensure all new developments are car-free, supporting only essential parking provisions, such as blue badge spaces. In addition to residential developments, stricter limits on parking allocations within commercial properties should be introduced to reduce car dependency across the borough. | Since introducing emissions-based charges, Newham registered the most significant drop in registered vehicles across London Boroughs in 2021. | ££££* | 23 | Parking Operations, Sustainable Transport, Highways, Planning and Development |
| | 5.8 **Reduce Emissions and Exposure Through Expansion of EV Charging Infrastructure** | A. Install a total of 3000 EV charge points by the end of 2030 in residential areas, town centres, and nearby key amenities, supporting the shift towards greener transport.<br><br>B. Prioritise EV charging infrastructure for underserved neighbourhoods and Blue Badge holders making EV ownership more accessible to all residents.<br><br>C. Implement a planning policy that requires residential developers to support the rollout of EV charging points in other parts of the borough and ensure on-site service spaces support EV charging. | Assuming 2016 Inner London Fleet levels, a five per cent shift from diesel cars to electric cars would result in an emission reduction across the whole fleet of 4.2% for NOX and 1.7% for $PM_{10}$. A 5% shift to electric vehicles | ££££* | 24 | Sustainable Transport and Highways, Planning and Development |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Transport Emissions | | D. Install rapid chargers at key locations to accommodate quick charging needs for high-use vehicles, such as taxis and delivery vehicles. | from diesel cars and diesel LGVs would result in a 9.9% reduction in NOX emissions and 3.7% for $PM_{10}$. | | | |
| | | E. Support 'last-mile' logistics hubs and commercial operations, which have enough charging facilities to deliver a fully electric fleet. | | | | |
| | | F. Actively encourage the electrification of car club fleets and mandate this transition where possible to support low-emission shared mobility options for the community. | | | | |
| | 5.9 **Reduce Emissions by Upgrading Council's Fleet** | A. Install EV charging stations at primary depots and servicing facilities and support transitioning to a cleaner Council fleet. The light vehicle procurement process will continue only to award contracts to EV suppliers. | A reduction in CO2 emissions due to decreased fuel use. | ££££ | 17 | Fleet Management |
| | | B. For heavy-duty vehicles that electric or hybrid options cannot yet replace, prioritise purchasing low-emission alternatives that meet the latest environmental standards, ensuring every addition to the fleet aligns with sustainability goals. | | | | |
| | | C. Use advanced fleet management software to monitor vehicle usage, optimise routes, and reduce idle time, lowering fuel consumption and emissions. | | | | |
| | | D. Provide eco-driving training for Council drivers to promote fuel-efficient driving practices that will further reduce the fleet's environmental impact. | | | | |
| | | E. Investigate viable options to transition to a fully electric dust cart fleet, aiming for emissions-free waste collection and further reducing our carbon footprint. | | | | |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
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| Transport Emissions | 5.10 **Reduce Emissions from Deliveries** | A. Collaborate with businesses to create consolidation hubs for combined deliveries, reducing individual trips and contributing to lower emissions.<br>B. Encourage eco-friendly last-mile delivery options, such as bicycles and electric cargo bikes, especially where traditional vehicles face congestion and restrictions (e.g., Town Centres and car-free neighbourhoods).<br>C. Advocate for efficient scheduling practices among delivery services to avoid peak traffic hours, minimising congestion and emissions while ensuring timely deliveries.<br>D. Implement a system to track and report on delivery emissions in the borough. This will allow us to measure progress and adjust our strategies as needed. | Concentrations in residential areas will significantly reduce as deliveries and freight are consolidated in one remote area. | £££ | 11, 16 | Climate Action, Inclusive Economy, Community Wealth Building, Planning and Development, Sustainable Transport and Highways, Procurement |
| | 5.11 **Ensure Transport and Air Quality Policies and Projects are Integrated** | A. Encourage transportation projects, including road upgrades, active travel and cycling infrastructure, to be evaluated for their impact on air quality and emissions reduction.<br>B. Transport, planning, and environmental health departments will collaborate to ensure that air quality considerations are embedded in all relevant transport policies and projects.<br>C. Establish air quality monitoring systems to assess the impacts of transportation initiatives and make data-driven adjustments as needed to optimise air quality outcomes.<br>D. Involve community members, local businesses, and transport providers in the planning and implementation of integrated policies, ensuring their input is considered and fostering a sense of shared responsibility for air quality improvements.<br>E. Conduct periodic evaluations of our integrated policies to assess their effectiveness in reducing emissions and improving air quality, making adjustments as necessary to achieve our goals. | | £ | 11, 20 | Sustainable Transport and Highways, Environmental Control |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Indirect Emissions, Lobbying and Collaboration | 6.1 Reduce Emissions by Ensuring Newham Councillors, Staff and Senior Management Understand the Importance of Air Quality for Public Health and Share this Information Throughout the Organisation | A. Ensure that all council Members and employees are correctly trained to embed air quality as a key priority across all levels of the Council. | | £ | 10 | Environmental Control, Climate Action |
| | 6.2 Reduce Emissions by Ensuring Public Health, Housing, Climate Action, and Transport Teams Collaborate, and Air Quality Policies Are Integrated Across Council Projects | A. Integrate air quality considerations into all relevant projects across the Council, ensuring that emission-reduction efforts are aligned and delivered.<br>B. Work together to achieve air quality KPIs in '50 Steps to a Healthier Newham', Just Transition Strategy, Sustainable Transport Strategy. | | £ | 10 | Environmental Control, Public Health, Climate Action, People Powered Places and Community Neighbourhoods |
| | 6.3 Reduce Indirect Emissions Through Procurement and Encourage Suppliers, Public, and Private Sector Stakeholders to Take Action on Air Pollution | A. Embed air quality standards into procurement processes, ensuring that the goods and services we purchase align with our environmental goals.<br>B. Engage with suppliers and public and private sector stakeholders, encouraging them to adopt practices that reduce air pollution.<br>C. Leverage purchasing power, foster partnerships and aim to influence wider actions on air quality beyond our direct control, driving broader environmental improvements across the supply chain and community. | | ££ | 15 | Procurement, Climate Action |

| | Action | Outcome | Emissions Benefits | Cost | GLA | Responsibility |
|---|---|---|---|---|---|---|
| Indirect Emissions, Lobbying and Collaboration | 6.4 **Reduce Emissions Through Collaboration with Other Local Authorities, External Stakeholders and Other Levels of Government on Air Quality Policies and Projects** | A. Collaborate with other local authorities, external stakeholders, and the various levels of government that influence the development and implementation of air quality policies and projects. | | £ | 7 | Climate Action, Sustainable Transport and Highways, Public Health, Environmental Control |
| | | B. Collaborate with and support the GLA to reduce exposure to $NO_2$, $PM_{10}$, and $PM_{2.5}$ in Newham to levels below World Health Organisation air quality targets for human health, including the Mayor of London's commitment in meeting 10ug/m3 by 2030 (third interim target). | | | | |
| | | C. Advocate for a Public Transport Free Day with Trans.port for London (TfL) to allow residents to experience public transport and explore new routes at no cost for one day. | | | | |
| | | D. Advocate and lobby for restricting public and private fireworks displays, i.e., limiting usage to specific hours, and regulating fireworks sales. | | | | |